

1994

# A history of bicycle track racing in San Jose : the Burbank Velodrome years, 1935-1941

Tracy Ann Delphia  
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Delphia, Tracy Ann, M.A.

San Jose State University, 1994

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A HISTORY OF BICYCLE TRACK RACING IN SAN JOSE:  
THE BURBANK VELODROME YEARS: 1935-1941

A Thesis

Presented to

The Faculty of the Department of Human Performance  
San Jose State University

In Partial Fulfillment  
of the Requirements for the Degree  
Master of Arts

by

Tracy Ann Delphia

May 1994

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## ABSTRACT

### A HISTORY OF BICYCLE TRACK RACING IN SAN JOSE: THE BURBANK VELODROME YEARS: 1935-1941

by Tracy Ann Delphia

This thesis examines the history of bicycle track racing in San Jose, California. The emphasis is on the Burbank Velodrome era, from 1935 through 1941. Four major content areas are discussed: physical description of the velodrome, biographical information on some of the cyclists that raced there, race program information, and the Burbank Velodrome in the context of the United States cycling scene and sport in San Jose.

Research revealed the existence of six velodromes in San Jose's history. Information gathered during interviews with three former racers and a former race official supplements the data available in the extant literature. Race activities at the Burbank Velodrome were an extension of a bicycling heritage in San Jose dating to the first velodrome in 1892. Bicycle track racing activities in San Jose were unique because the Burbank Velodrome was the only velodrome west of Chicago in the late 1930s with a regular racing program. The Burbank Velodrome was torn down after the 1941 racing season. Interest in bicycle racing in San Jose experienced a sharp decline after the end of World War II.

## ACKNOWLEDGEMENTS

It is traditional to thank one's thesis committee. I want my committee members, Dr. David M. Furst, Mr. Bob McDermand and Dr. Shirley H.M. Reekie, to know that my acknowledgement of their efforts on my committee are sincerely expressed. I have enjoyed working with each of them throughout the course of this undertaking.

Dr. David Furst has patiently guided the development of this project from inception to completion, and through all the crises that inevitably comprise the thesis experience. I appreciate his support of my academic and professional development, and his role as a mentor the last several years. Mr. McDermand's enthusiasm for the sport of cycling and his knowledge of local information resources helped vastly in collection of data. Dr. Reekie's passion for sport history has inspired many of my research efforts over the last several years, culminating in this robust tome.

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## CHAPTER 1

### INTRODUCTION

The Hellyer Park Velodrome is one of five bicycle tracks that have existed during San Jose's history.

The first track was built by the County of Santa Clara, at Race Street and Park Avenue, in 1892. It was followed by a wooden track in downtown San Jose between 1st and 2nd streets.

A third track, made of Oregon Pine, was built by a United States Work Projects Administration crew in 1935. It was located on the site now occupied by Lincoln High School. During the 1930's, San Jose was one of the bicycling capitals of the United States. National track championships were held on local tracks regularly. Because of cycling's popularity, San Jose produced many world-class riders including Norman Hill, the 1935 U.S. national champion.

The fourth track was built, after World War II, on the site later occupied by San Jose Speedway. It accommodated over 2,000 spectators and hosted many national events.

The Hellyer Park Velodrome was built in 1963 for a cost of \$25,000. . . . Originally built for the Pan American Games, the Hellyer Park Velodrome has hosted the 1972 U.S. Olympic Bicycling Trials and the Madison Race National Championships.<sup>1</sup>

Velodromes are specially constructed race tracks for bicycles. The community of San Jose is one of few that have preserved the tradition of bicycle track racing. The current facility at Hellyer Park is the sixth velodrome in

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<sup>1</sup>Santa Clara County Parks & Recreation Department, Information Display at Hellyer Park Velodrome, 1991.

San Jose and carries the tradition of track racing into its centennial.

The opening quote is from an information display at the Hellyer Park Velodrome and is the most succinct description of San Jose's bicycle track racing history; it also poses more questions than it answers. Casey Kerrigan, an officer for both the Northern California-Nevada Cycling Association and the Hellyer Park Velodrome Association indicated that no more complete information is available from either organization.<sup>2</sup> For the most part, San Jose's cycling history is buried in local historical archives and collections, private scrapbooks and in the minds of surviving eyewitnesses and participants. It is apparent that if this history is to be preserved, it must be recovered as quickly as possible and disseminated to appropriate organizations so that interested people have ready access to it.

A preliminary examination of available literature on San Jose's history revealed that information on what were thought to be the first, third and fifth velodromes was sufficient to reliably place these facilities in space and time. No solid information exists in the secondary

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<sup>2</sup>Casey Kerrigan, telephone interview with author, January, 1991.

literature though on the second and fourth velodromes, and the presence of a sixth velodrome was unsuspected until primary sources were examined. The unsuspected velodrome was actually the second facility built, thus the Burbank Velodrome examined in this study was the fourth velodrome in San Jose, instead of the third as originally thought. To compile an accurate chronology for San Jose's six velodromes with dates of construction, disposition, and location is a separate study in itself. The current study will focus on the history of one velodrome, the Burbank Velodrome.

The fourth velodrome in San Jose was located in an area of the city known as the Burbank District, hence the moniker "Burbank Velodrome." The Burbank Velodrome was studied because of the unique opportunity to supplement written records with eyewitness accounts. The intent of this study was not, however, to compile a complete oral history.

#### Purpose of the Study

The purpose of this study was to compile, organize and preserve information about the history of bicycle track racing in San Jose; specifically information pertaining to the Burbank Velodrome years--1935 to 1941. The Burbank Velodrome was selected for this study because it is the oldest velodrome for which eyewitnesses are known to be available.

### Significance of the Study

This study is significant because some former racers and other eyewitnesses with an intimate knowledge of the Burbank Velodrome racing years are still available for interview. Consequently, in this study it was possible to assemble information not extant in the written record. It was also possible to compare the written and oral histories of the Burbank Velodrome racing years.

Copies of this study will be given to the Hellyer Park Velodrome Association and the San Jose Historical Society. This study is also significant because an important component of the bicycle track racing legacy of San Jose will be preserved for the future. Additionally, this study provides the basis for future, interpretive work.

### Delimitations

This study is delimited to the time period of 1935 through 1941 and examines bicycle track racing at the Burbank Velodrome in San Jose, California. The facilities and racing programs at other velodromes and locations were discussed only as necessary to place the Burbank Velodrome in historical context.

### Limitations

This study was limited by the amount of extant information about track racing in San Jose. The perceptions

and recollections of track racing in San Jose available from selected eyewitnesses is limited by those individuals' perceptions of what happened and the clarity and completeness of their memories. This study was also limited by the unavailability of The Evening News, a San Jose evening newspaper that is archived under inaccessible conditions at the San Jose Historical Museum.

#### Definition of Terms

Bicycle Racing. There are two main types of bicycle racing: road racing and track racing. Road races are of three main categories: time trials (races against the clock), criteriums (races on closed one-half to one mile circuits on city streets) and road races (long races up to 100 miles or more on public roads). Track racing includes a plethora of events that are held on oval, generally banked, racing tracks. Today these races are held almost exclusively at velodromes. In the early days of bicycle racing, track events could be held on a specific bicycle race track, a velodrome, or some other oval or round racing track. Athletic fields, horse-racing tracks, and later, automobile speedways were alternatives for communities without a velodrome.

In this study, "track racing" is the term used to describe bicycle track racing at velodromes and other facilities.

Burbank Velodrome. The velodrome constructed in San Jose in 1935 and 1936 was officially known as the "Garden City Velodrome." Due to its location in the Burbank District of San Jose, the facility came to be known as the "Burbank Velodrome" by bicyclists, fans and the media, and it is remembered by that name today. The velodrome was referred to by both names throughout the first few years of operation, but almost exclusively as the "Burbank Velodrome" by 1940. It was first called the "Burbank Velodrome" shortly after it opened for racing in 1936<sup>3</sup> and that is the name used in this study.

Cyclist. Throughout the history of the bicycle, various names have been given the person who rides a bicycle. "Bicycler," "cyclor," "racer," "rack," "biker," and "bicyclienne" (a female cyclist at the turn of the century) are other terms found in the literature. "Cracks" and "racers" are racing bicyclists; cracks were top riders at the turn of the century. A "scorcher" was a cyclist whose riding habits were considered a menace to society by non-

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<sup>3</sup>"No Races Sunday at Burbank Velodrome," San Jose Mercury Herald, 29 May 1936.



cyclists.<sup>4</sup> The terms "cyclist," "racer," and "rider" are used interchangeably in this study.

Narrator. This study has adopted the term used by oral historians and refers to a person being interviewed as a "narrator".

Team Race. A team race is a track race in which teams of two or three riders relay each other during the course of a specified time or distance.<sup>5</sup> Only one rider from a team is actively racing at a time. Riders exchange with each other using hand slings, hip slings, or by pulling even with their teammate (known as a "wireless exchange"). Today, these types of races are known as "madisons," as they are a short version of the six-day races once held at Madison Square Garden in New York City.

Track. The track is the actual surface that the bicycles are raced on. In the early days of bicycle racing this may have included the track at athletic fields or the horse-racing track at the local fairgrounds. At velodromes, the race track itself is part of the facility. At velodromes the track surface is usually concrete, wood, or in some

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<sup>4</sup>Robert A. Smith, A Social History of the Bicycle: Its Early Life and Times in America (New York: American Heritage Press, 1972), 23.

<sup>5</sup>United States Cycling Federation, 1992 U.S.C.F. Rule Book (Colorado Springs: United States Cycling Federation, 1992), 48.

cases, asphalt. At various points in cycling history track racing also took place on dirt, sand, and gravel surfaces.

Velodrome. A velodrome is defined as a facility built specifically for bicycle racing. It may be indoor or outdoor and the racing surface itself, the track, may be wood, concrete or asphalt. The infield, announcing facilities, grandstand, lighting, storage areas, etc. are all included under the rubric "velodrome."

## CHAPTER 2

### METHODOLOGY

Andrew Ritchie's introduction for his book on the history of the bicycle noted the following:

The full technical and social story of bicycles and tricycles is so huge that it is impossible to tell it all. . . . The bicycle reaches into many corners of life; the literature of cycling is surprisingly extensive. I have read many books and magazines and looked at many pictures, but inevitably, there is a lot more that I did not read, and many more people I should have talked to. One cannot do everything at once.<sup>1</sup>

This study concentrated on the 1935 to 1941 (Burbank Velodrome era) time period, thereby allowing an in-depth look at one segment of San Jose's cycling history. The completed study is largely descriptive in nature rather than analytical. Preservation and organization of extant information is the first, necessary step and sets the foundation for future analytical studies. The goal of the author was to compile information in four major areas.

Velodrome description. Considerations explored include the extent to which the Burbank Velodrome was financed and

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<sup>1</sup>Andrew Ritchie, King of the Road: An Illustrated History of Cycling (Berkeley: Ten Speed Press, 1975), 13.

built by the Works Project Administration (WPA), length of construction time, and physical parameters of the velodrome. Knowledge of any ancillary facilities, such as spectator seating, concession facilities, parking, announcing areas, lighting, club rooms, etc. were also judged to be helpful. This study also pinpointed the dates when races were first and last held and what ultimately happened to the Burbank Velodrome.

San Jose racers and clubs. This study identified San Jose bicycle clubs which had members racing at the track. Club support and any outside sponsorship for riders was also explored. Amateur and professional cyclists who were both racing at the Burbank Velodrome and the relationship between these two aspects of racing (and racers) was examined. Racers important to the San Jose cycling scene are discussed.

The race program. Race organizational questions and concerns are addressed in this study. The kinds of events held, who decided on them, and whether they were open to any interested rider or whether the promotor controlled race registration were issues examined. Events of national or regional significance are noted. Appendix A lists known race dates and results as an aid to future researchers.

The Burbank Velodrome in context. This study examined the Burbank Velodrome's place in the context of the San Jose sporting scene of the time. The Burbank Velodrome's relationship to the California and United States cycling scene was also examined.

#### Newspapers

The San Jose Mercury Herald was the only local paper for the time period in question that was accessible. The San Jose Historical Museum has microfilm copies of another newspaper, The Evening News. The Evening News is not available at any other libraries and the museum has limited public hours and only one microfilm reader (in poor condition) which made use of the The Evening News for this research untenable. The sports section of the San Jose Mercury Herald was reviewed for this study unless the author had reason to suspect pertinent data to be in another section of the paper on a specific date.

#### Interviews

Formal interviews were conducted with selected narrators. Interviews took place after most of the newspaper and archive research so that questions to the narrators could be phrased in a knowledgeable manner. This also enabled the researcher to design an interview format that emphasized acquiring information not covered or

incompletely covered by written sources. Discrepancies among written sources were also addressed in the oral interviews.

Narrators were identified from information gleaned during the newspaper research and provided to the author by contacts within the northern California cycling community. Narrators were located through the local telephone directory and from referrals gained during the course of the interviews.

Narrators were screened in telephone conversations, and interview appointments confirmed by letter. Actual narrators were invited to participate based on their ability to contribute information to this study. Narrators were selected based on their current health, desire to participate and the depth or breadth of their knowledge.<sup>2</sup> Interviewed for this study were Clyde Arbuckle, Murphy Sabatino, Antone Chimenti, and Joe Colla. Clyde Arbuckle, a noted local historian, was a referee at the Burbank Velodrome, and the other three individuals were racers. There are no surviving promoters and the lone surviving professional racer, Bobby Echeverria, could not be located. Harriet Vasquez (formerly Harriet O'Brien) was one of the

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<sup>2</sup>Cullom Davis, Kathryn Back and Kay MacLean, Oral History (Chicago: American Library Association, 1977), 10.

few women who raced at the velodrome. Mrs. Vasquez was in the process of moving and was unavailable for a formal interview, but she did share some insights in a telephone conversation. The individuals interviewed were selected for their ability to complement the extant written materials.

Narrators received a list of questions to be covered in the interview, an explanatory letter and confirmation of the interview time, and a sample consent form to review prior to the interview date (Appendix A contains a sample of the questions and a copy of the consent form). Consent forms were signed the day of the interview. Interviews for Joe Colla and Clyde Arbuckle were tape-recorded; most of Antone Chimenti's January 18, 1994 interview was taped but the tape recorder was turned off after 30 minutes because he was uncomfortable with it. The tape recorder was turned off right after the interview with Murphy Sabatino began as it was clear he was not comfortable sharing his experiences while it was on. The topics for questioning were guided by the sample questions earlier provided to the narrator. A brief follow-up session was held with Mr. Chimenti who was also gracious enough to loan his entire collection of cycling-related scrapbooks and photographs to the author. Outlines of the tape-recorded material for Clyde Arbuckle, Antone Chimenti, and Joe Colla are included in Appendix B.

In addition to the formal, structured interviews, the researcher contacted other individuals in the San Jose area who had information on the research topic. Andrew Ritchie, a bicycle historian in Berkeley, California, was most generous in sharing his notes and thoughts on cycling history. Les Earnest, a long-time member of the United States Cycling Federation Board of Directors, lives in Los Altos Hills, California and helped clarify the political intrigues within the National Cycling Association, Amateur Bicycle League of America, and Amateur Athletic Union that affected cycling at the Burbank Velodrome. Other members of the cycling community, Casey Kerrigan, John and Linda Elgart, Mike Peavy, and John Beckman shared materials relevant to cycling.

#### Museums/Archives

The Clark Library at San Jose State University was used for the microfilm work on the San Jose Mercury Herald, and its later incarnation, the San Jose Mercury News. Secondary sources, mostly histories of San Jose and bicycling, were also available.

The California History Center on the DeAnza College campus was expected to have an extensive collection of primary sources on cycling in Santa Clara County. Peter Nye, a noted cycling historian, made special mention of the



Center's "A Century of Cycling in Santa Clara County" exhibit.<sup>3</sup> The exhibit was dismantled in 1991, but Lisa Christensen, the archivist for the Center, gave the author permission to review the disappointingly limited information still on file.<sup>4</sup>

The archives of the San Jose Historical Museum were also examined for primary documents. The photographic collections were expected to yield some information, but there were no photographs of the Burbank Velodrome. Clyde Arbuckle indicated that the museum has been entrusted with a collection of trophies and photographs for the Garden City Wheelmen, the principal San Jose bicycling club, but these materials could not be located by the staff at the San Jose Historical Museum.

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<sup>3</sup>Peter Nye, The Cyclist's Sourcebook (New York: Perigee Books, 1991), 210.

<sup>4</sup>Lisa Christensen, telephone conversation with author, 23 October 1992.

## CHAPTER 3

### BACKGROUND

#### Origin of the Bicycle

The origins of the bicycle are elusive. One author even contends that the ancient Sumerians were riding bicycle-type machines more than 5,000 years ago.<sup>1</sup> How one defines a bicycle adds to the confusion. If a bicycle is defined as two wheels in a linear configuration joined by a crossbar then its origins can be pushed back to at least 1580. A church window in Stoke Poges, England, depicts a "cherub astride an object which conceivably might represent a vehicle with two wheels in tandem joined by a backbone."<sup>2</sup> Other definitions stress qualities inherent in the modern bicycle. One is that it is man-, or more specifically, foot-powered. This implies the presence of some type of pedal or crank system. Another significant characteristic is steerability.

Historical records testify to the presence of foot-powered vehicles in the 1690s.<sup>3</sup> These contraptions more

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<sup>1</sup>Frederick Alderson, Bicycling: A History (New York: Praeger, 1972), 1.

<sup>2</sup>Arthur J. Palmer, Riding High (New York: E.P. Dutton & Co., 1956), 22.

<sup>3</sup>Frank G. Menke, The New Encyclopedia of Sports (New York: A.S. Barnes & Co., 1947), 194; Palmer, 23; Ritchie, 16.

nearly resembled carriages that could be pedaled and should be regarded as precursors to the concept of the bicycle rather than the bicycle itself.

Bicycle historians generally regard Baron Karl von Drais's 1816 "hobbyhorse" as the predecessor of the bicycle.<sup>4</sup> The hobbyhorse, or Draisine, was powered by straddling the crossbar and pushing one's feet against the ground. The Draisine's claim to bicyclehood is that it could be steered. In 1835, Kirkpatrick Macmillan added pedals to the front wheel.<sup>5</sup> Rope and chain powered cranks were introduced in 1855. An unresolvable controversy exists as to the inventor of the crank, Ernst Michaux or Pierre Lallemont, an employee of Michaux's.<sup>6</sup> Regardless of the origin, the resulting machine became known as a velocipede-foot-powered wheels. The wheels on these early bicycles were wooden and were encased with iron rims which led to their nickname as "boneshakers". They provided a rough ride for the more adventuresome.

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<sup>4</sup>Roland C. Geist, Bicycling as a Hobby (New York: Harper & Brothers, 1940), 144; Eugene A. Sloane, The Complete Book of Bicycling (New York: Trident Press, 1970), 174; Robert A. Smith, A Social History of the Bicycle: Its Early Life and Times in America, (New York: American Heritage Press, 1972), 4-5.

<sup>5</sup>Palmer, 33; Sloane, 176.

<sup>6</sup>Smith, 5.

In 1868 solid rubber tires were introduced which eased the ride and helped the popularity of the bicycle. It was also during this time that the bicycle evolved into the "ordinary" - a machine with a very large front wheel and a much smaller supporting rear wheel. Although popular with the wealthy, these machines were not very accessible to the commoner; they were expensive and had little practical use.<sup>7</sup>

Bicycles, although a prominent feature of the 1880s social scene, were resisted by many because of safety concerns. The wheel configuration of the ordinaries made them unstable and prone to crashes. Riders who fell off ordinaries usually fell head-first and this resulted in enough serious injuries to limit the popularity of the ordinary. In 1885, J.K. Starley invented the "safety bicycle".<sup>8</sup> The safety bicycle had two wheels of the same size and today's bicycle is just a modern version of Starley's creation. Cyclists who lost control of their safety bicycles could expect to fall on their side or backwards - presumably serious head injuries were reduced. Pneumatic bicycle tires were invented in 1888 by J.B. Dunlop,<sup>9</sup> an Irish veterinarian whose resourcefulness

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<sup>7</sup>Smith, 25.

<sup>8</sup>Smith, 22.

<sup>9</sup>Menke, 195.

benefitted not only early cyclists, but the automobile industry. With the safety bicycle, cycling became a true fad in the 1890s. The introduction of the coaster brake in 1898<sup>10</sup> reduced the danger of the bicycle by giving the cyclist more control and made the new machine more accessible to children and women.

#### American Cycling History

Recreational and competitive cycling activities are enjoying a rebirth in the United States. "Cycling began as a novelty after the Civil War, progressed to a widespread hobby in the 1880s, and kept gaining popularity until the 1890s when it became a craze."<sup>11</sup> The League of American Wheelmen was organized in 1880 in Rhode Island to promote cycling and govern competitive events. By 1898 membership had grown to 102,600. The United States Cycling Federation, the current governing body for the sport has a membership of about 34,000.<sup>12</sup>

Interest in the bicycle grew rapidly at the turn of the century. It was reasonably affordable and met

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<sup>10</sup>Smith, 22.

<sup>11</sup>Peter Nye, Hearts of Lions: The History of American Bicycle Racing (New York: W.W. Norton & Company, 1988), 32.

<sup>12</sup>United States Cycling Federation, 1992 U.S.C.F. Rule Book (Colorado Springs: United States Cycling Federation, 1992), 107.

transportation and leisure needs of the time. Bicycle track racing soon became the rage and a professional circuit quickly grew that traveled to different locales coast to coast. Some of the most popular races were held in Madison Square Garden, the Salt Palace Velodrome in Salt Lake City (which regularly drew sellout crowds of 5,000 in a city of 90,000) and Newark, New Jersey which became the world capital for bicycle racing.<sup>13</sup>

No other sport in the U.S. came close to enjoying the popularity of cycling in the pre-Depression years. "In 1920, eleven football teams that would eventually form the National Football League went on sale for \$100 each";<sup>14</sup> good bicycle racers then made \$700 to \$1000 per week.<sup>15</sup>

Cycling's popularity began to fade with the Depression and the advent of World War II.<sup>16</sup> The growing use of radio contributed as people could listen at home without attending an event. With declining attendance, velodromes were not

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<sup>13</sup>Peter Nye, "Back to the Future?", Winning: Bicycle Racing Illustrated, June 1987, 48-50; Peter Nye, Hearts of Lions, 23.

<sup>14</sup>Nye, Hearts of Lions, 102.

<sup>15</sup>Marshall W. Taylor, The Fastest Bicycle Rider in the World: The Story of a Colored Boy's Indomitable Courage and Success Against Great Odds (Freeport, NY: Books for Libraries Press, 1971), 73.

<sup>16</sup>Rich Carlson, "A Question of Philosophy," Winning: Bicycle Racing Illustrated, June 1987, 54-60.

maintained, some burned down, and some were converted to other uses (e.g. roller derby). By 1947, the focus of cycling had shifted from the United States to Europe which continues to dominate the sport.

Cycling continued to slip into obscurity in the U.S. until the 1970s when environmental concerns sparked renewed interest in the bicycle. The incredible success of American cyclists in the 1984 Olympics in front of an American audience provided the impetus which is showing the sport to a new, more interested audience.

#### Review of San Jose Track Racing Literature

Published sources about track racing in San Jose are few. Most of the information that exists is about either the Hellyer Park Velodrome or the racing scene at the turn of the century. The information pamphlet and bulletin board put together by the Santa Clara County Parks and Recreation Department (SCCPRD) are the sole sources verifying the existence of five velodromes in San Jose's history. From the pamphlet the construction dates (years only) are noted for the first, third, and fifth of what were believed to have been five velodromes. The fate of the first four velodromes is not discussed. Approximate locations for all but the third velodrome are given.

Clyde Arbuckle's book on the history of San Jose notes the location of the first velodrome at Agricultural Park.<sup>17</sup> It is from Beilharz and DeMers (1980) book San Jose, California's First City that the name of this 1892 velodrome is found--the Garden City Velodrome (San Jose promoted itself at the turn of the century as the "Garden City").<sup>18</sup> Beilharz and DeMers however, place the Garden City Velodrome on S. First street and indicate that track racing also took place at Agricultural Park.

In fact, there were two very early velodromes which means that the current, Hellyer Park facility is actually the sixth known velodrome in San Jose. The first velodrome was built in 1892 and the second in 1895. Both tracks were built by the Garden City Cyclers.<sup>19</sup>

The velodrome built in 1892 was located on South First Street, was one-fourth of a mile in circumference, covered with crushed rock, had a banking of five feet, and had a

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<sup>17</sup>Clyde Arbuckle, Clyde Arbuckle's History of San Jose (San Jose: Smith & McKay Printing Co., 1986), 418.

<sup>18</sup>Edwin A. Beilharz and Donald O. DeMers, San Jose: California's First City (Tulsa: Continental Heritage Press, 1980), 125-126.

<sup>19</sup>Barbara H. Houghton, "A Century of Cycling in Santa Clara Valley," Exhibit catalog from the California History Center at De Anza College, exhibit dates October 7, 1989 - February 17, 1990, 2.



grandstand capacity of about 2,000.<sup>20</sup> The second track was built in 1895, was one-third of a mile around, and had a cement surface making it much faster than the 1892 Garden City Velodrome.<sup>21</sup>

Both tracks were apparently called by the name "Garden City Velodrome" and the 1895 track is the one pictured in Sunshine, Fruit & Flowers, the 1896 book designed to promote San Jose and lure new residents and businesses to the Garden City of California. This book provides a comprehensive look at San Jose in 1896 and includes a section on "Cycling Interests."<sup>22</sup> It is obvious that the Garden City Velodrome was a source of community pride. There were 28 bike shops in 1896, 9 bike clubs with membership varying from 24 to 325 members each, and the many miles of level and paved roads were touted as ideal for cycling activities. One of the San Jose bike clubs, the Garden City Cyclers, merited special discussion for their elaborate club quarters, a special "members only" facility on San Fernando Avenue.<sup>23</sup> Once the 1895 track was constructed, it is possible that the original

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<sup>20</sup>Houghton, 2; "Happy Cyclers," San Jose Daily Mercury, 10 September 1892, 5.

<sup>21</sup>Ibid.

<sup>22</sup>Charles M. Shortridge, Sunshine, Fruit & Flowers, San Jose Historical Museum reprint of 1896 original, 170-171.

<sup>23</sup>Beilharz and DeMers, 125; Shortridge, 170.

track on South First was used for training by the Garden City Cyclers as their clubhouse was adjacent.<sup>24</sup> It is just as likely that only the 1895 track was used from that point on however; no extant record of the disposition of the 1892 velodrome was discovered in the course of this study.

The 1895 Garden City Velodrome was also the first track in San Jose to have night races; "a large number of electric lights were suspended over the track. . . The track was a bit dark in places, but the home stretch was brilliantly lighted."<sup>25</sup>

The next velodrome's existence is elusive. In an interview with Sylvia Cohen in 1970, Clyde Arbuckle identified a 1910 track operating in San Jose at the Auditorium Rink, a downtown sporting arena.<sup>26</sup> There are also references to a track operating in Agricultural Park (county fairgrounds) in the San Jose Mercury Herald during construction of the Burbank Velodrome indicating that the "last real track for local riders was the old agricultural

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<sup>24</sup>"Happy Cyclers," San Jose Daily Mercury, 10 September 1892, 5.

<sup>25</sup>Houghton, p. 4.

<sup>26</sup>Sylvia Cohen, research paper, De Anza College, California History Center collection.

park plant"<sup>27</sup> and implying that was about 25 years ago. Little information could be gleaned from the interviews conducted for this study; it is apparent that there may actually have been racing at both locations (which would bring the total number of velodromes in San Jose's history to seven). Another possibility is that the track built in 1895 was still in operation around 1910 as the track referred to while the Burbank Velodrome was being built. Thus, there was an 1892 track, an 1895 track (at Agriculture Park) still in operation until about 1910, a track at Auditorium rink, then the Burbank Velodrome. An accurate chronology of all San Jose's velodromes would be a research project worthy of attention, but is beyond the scope of this study.

The fourth velodrome was built as another "Garden City Velodrome" but came to be known as the "Burbank Velodrome," and was short-lived. Construction on the Burbank Velodrome was begun in 1935 and the velodrome operated through the 1941 racing season. As the focus of this study, the Burbank Velodrome is discussed in depth in future chapters.

Arbuckle also discusses the fifth velodrome which he places as an ancillary facility associated with the San Jose

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<sup>27</sup>"Pursuit Race to be Featured on Bicycle Program," San Jose Mercury Herald, 30 April 1936, 19.

Speedway. The SCCPRD also places the fourth velodrome at the speedway site. The references in the sources are mixed because Arbuckle and the SCCRPD imply that there was a track (velodrome) at the speedway site specifically for bicycle track racing. Carlson, however, says that the 1956 Olympic bicycle track trials were held on a race car track in San Jose.<sup>28</sup> The interview with Murphy Sabatino neatly resolved this issue. Murphy Sabatino was responsible for the construction of a one-tenth mile board track behind the San Jose Speedway in 1950. The San Jose Velodrome was the site for the 1951 National Board Track Bicycle Championships September 22 and 23, 1951.<sup>29</sup> Sabatino closed the velodrome down after the 1952 season because the track was having financial problems at the same time racers were demanding increases in prize awards. Races were then held on the San Jose Speedway itself, which later hosted the 1956 Olympic trials. The sad state of bicycle track racing in the United States during the 1950s is evidenced by the fact that a car

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<sup>28</sup>Carlson, 54-60.

<sup>29</sup>Amateur Bicycle League of America, "National Board Track Bicycle Championships, Official San Jose Velodrome Program, September 22-23, 1951," 1.

racing speedway should become the site for an Olympic selection event in bicycling.<sup>30</sup>

The Hellyer Park Velodrome, currently in operation, is managed by the Hellyer Park Velodrome Association, a cooperative effort of the Santa Clara Parks & Recreation Department and interested cycling aficionados. This velodrome is 337.25 meters in length and has a 22.5 degree banking. It is one of 19 velodromes presently operating in the United States and was built in 1963.<sup>31</sup>

Several San Joseans have been prominent enough in cycling to gain a place in published history. Otto Ziegler, known as the "Little Demon from San Jose" was the 1894 national champion.<sup>32</sup> Hardy Downing and Floyd MacFarland were both professional racers in the late 1890s and into the next century. They often competed and traveled together and their racing careers spanned the United States and included races in Australia.

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<sup>30</sup>Peter Bohl, Personal conversation with author, 8 November 1992.

<sup>31</sup>Dave Black, "A Guide to America's Velodromes," Winning: Bicycle Racing Illustrated, June 1987, 42-43; Black verifies 18 velodromes and the author has personal knowledge of a new velodrome in Blaine, Minnesota which opened in 1992.

<sup>32</sup>Beilharz and DeMers, 125.

Floyd MacFarland's cycling career was uniquely notable among San Joseans in bicycle history. His legacy borders on the notorious depending on your point of view. Peter Nye extensively discussed "Mac's" career. As MacFarland's racing abilities waned he turned to managing the careers of other racers and became a well-known race promoter.

## CHAPTER 4

### VELODROME DESCRIPTION

San Jose cyclists and fans had been without a velodrome since about 1910.<sup>1</sup> Track-style races were held at the San Jose Speedway,<sup>2</sup> but San Joseans began to seriously push for construction of a new cycling facility by the early to mid-1930s. Momentum began to build in 1932. The summer Olympic Games were being held in Los Angeles and one of San Jose's native sons, Ruggerio "Red" Berti was representing the United States--and San Jose--as a member of the Olympic cycling team.<sup>3</sup> Noted for his sprinting ability,<sup>4</sup> Berti had been a prominent member of the San Jose cycling community since the mid-1920s<sup>5</sup> and was also a member of the 1928 Olympic cycling team.<sup>6</sup> Berti did not win a medal in either of the Games, but he did turn professional shortly after the

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<sup>1</sup>"Pursuit Race to be Featured on Bicycle Program," San Jose Mercury Herald, 30 April 1936, 19.

<sup>2</sup>"Bicycle Club to Hold 'Round Up' Program Today," San Jose Mercury Herald, 5 May 1935, 6.

<sup>3</sup>Joe Custer, "Bike Track Near Completion; Red Berti Given X-Ray," San Jose Mercury Herald, 3 August 1935, 16.

<sup>4</sup>"Berti to Speak on Joe Custer Sport Period," San Jose Mercury Herald, 25 August 1935, 22.

<sup>5</sup>"Berti and Kanitz Meet Tomorrow in Match Race," San Jose Mercury Herald, 16 May 1936, 18.

<sup>6</sup>"Local Wheelmen Will Hold Team Tryouts Sunday," San Jose Mercury Herald, 27 August 1925, 19.

1932 competition when six-day racing returned to the west coast.<sup>7</sup>

Berti joined the ranks of the professional six-day racing circuit, but continued to train much of the year in San Jose. In October of 1934, Berti was seriously injured in a training ride. While practicing his high speed sprints, Berti crashed into a car at 13th and Julian in San Jose.<sup>8</sup> Berti was told he had a concussion, but testing of his condition continued well into 1935 as he suffered from increasingly frequent convulsions.<sup>9</sup>

Red Berti's well-publicized crash served as the catalyst for the final push to obtain funding and a site for a new velodrome in San Jose. The once desultory effort was thrown into high gear as Dewey Maxwell, a local bicycle shop owner who also trained many of the local cyclists, led the renewed effort. In January of 1935, Maxwell had selected a site at 19th and Mission and was seeking approval for the new facility, tentatively called the "Garden City

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<sup>7</sup>"Berti and Kanitz Meet Tomorrow in Match Race," San Jose Mercury Herald, 16 May 1936, 18.

<sup>8</sup>"Ruggerio 'Red' Berti of S.J. Bicyclist in 1932 Olympics," San Jose Mercury News, 31 December 1985, 5B.

<sup>9</sup>Joe Custer, "Bike Track Near Completion; Red Berti Given X-Ray," San Jose Mercury Herald, 3 August 1935, 16.



Velodrome."<sup>10</sup> On January 21st, Maxwell learned that he would not be granted permission to use the city lot at that location. The San Jose Mercury Herald bemoaned the news and commented on the sad state of sport in the city. The newspaper noted that San Jose had produced both cyclists and baseball players worthy of national attention, yet had neither a velodrome nor a ball park.<sup>11</sup>

The cause for construction of a velodrome was probably strengthened when, in February, the San Jose Bees, the local baseball team, was voted out of the state league because San Jose had no ball park.<sup>12</sup> At least a year would pass before the Bees could seek membership again. In the meantime, Maxwell was able to generate public interest in the cycling venture.

Maxwell continued to seek out private funding, but also hoped for money from government sources. In May of 1935, bicycle races were held at the San Jose Speedway to raise money for the proposed velodrome.<sup>13</sup> No site had yet been

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<sup>10</sup>"Cycling Track to be Built at 19th and Mission Sts.," San Jose Mercury Herald, 4 January 1935, 18.

<sup>11</sup>"Track at Standstill," San Jose Mercury Herald, 22 January 1935, 12-13.

<sup>12</sup>"Lack of Park is Given as Reason for Ousting of Local Ball Club," San Jose Mercury Herald, 11 February 1935, 10.

<sup>13</sup>"Bicycle Club to Hold 'Round Up' Program Today," San Jose Mercury Herald, 5 May 1935, 6.

located. A scant five days later, \$10,046 was approved by the Works Project Administration (WPA) to help build the Garden City Velodrome. The final cost of the velodrome was about \$25,000;<sup>14</sup> the balance beyond the WPA-supplied funds garnered from fund-raising activities and private donations.<sup>15</sup>

The school district for San Jose had landbanked property for future school construction and agreed to let the velodrome be built on school property.<sup>16</sup> A spinach field, the lot was at Wabash and Olive Avenues<sup>17</sup> on the outskirts of town, bordered on one side by residential housing, and behind the Burbank school.<sup>18</sup>

Now that funding and a site were a reality, the real business of designing and constructing the velodrome began.

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<sup>14</sup>"Bicycle Club to Hold 'Round Up' Program Today," San Jose Mercury Herald, 5 May 1935, 6.

<sup>15</sup>"Bike Rider Entry in Olympic Races Car Crash Victim," San Jose Mercury Herald, 20 May 1936, 53.

<sup>16</sup>"Bicycle Club to Hold 'Round Up' Program Today," San Jose Mercury Herald, 5 May 1935, 6; \$40,000 Baseball Park to be First Venture of Newly Formed Company," San Jose Mercury Herald, 11 July 1935, 16; Joe Colla, interview with author, 6 January 1994.

<sup>17</sup>"Bike Track Complete for First Race," San Jose Mercury Herald, 25 May 1939, 16; "Eight Events on Lions Club Bike Show Tomorrow," San Jose Mercury Herald, 8 June 1939, 16.

<sup>18</sup>Joe Custer, "Bike Track Near Completion; Red Berti Given X-Ray," San Jose Mercury Herald, 3 August 1935, 16.

Dewey Maxwell built a model of the Garden City Velodrome with the able assistance of Bruce Risley, president of the Garden City Wheelmen and an engineering student at San Jose State University (SJSU). Two other SJSU engineering students, Mel Rinquist and Wilton Abbott helped with the plans.<sup>19</sup> When Maxwell originally envisioned a velodrome for San Jose, he had planned on a 1/10 of a mile track made of macadam.<sup>20</sup> The velodrome that was to come to life in the Burbank district of San Jose however was constructed of pine boards and was 1/8 of a mile in circumference. It was patterned after the track at Madison Square Garden which had a reputation as the fastest track in the world.<sup>21</sup>

Construction was to begin in May of 1935 and be completed by late summer in time for Labor Day races. As plans moved forward, the man responsible for inspiring the new velodrome, Red Berti, was in the hospital undergoing tests. Neither Berti, nor the velodrome, was ready for racing as September rolled around. Berti underwent brain surgery early in August, his condition having been

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<sup>19</sup>"Site & Model of New Velodrome," San Jose Mercury Herald, 10 May 1935, 13.

<sup>20</sup>"Cycling Track to be Built at 19th and Mission Sts.," San Jose Mercury Herald, 4 January 1935, 18.

<sup>21</sup>"Site & Model of New Velodrome," San Jose Mercury Herald, 10 May 1935, 13.

determined to be a skull fracture instead of just a concussion. Berti's recovery was rapid following surgery, and he was interviewed by Joe Custer, the San Jose Mercury Herald sports editor, on his weekly radio show about the new velodrome on August 25th.<sup>22</sup>

Oval in shape, the velodrome had two grandstands. One was located on the home, or front, straightaway near the start/finish line on the south side of the lot. The general admission seats were in the north grandstand on the back straightaway.<sup>23</sup> The turns were steeply banked, about 60°, and the straightaways a somewhat more gentle 30°.<sup>24</sup> Compared to modern velodromes where the turns may be in the vicinity of 30° and the straightaways nearly flat, the Burbank Velodrome banking was somewhat precipitous, making it more challenging to ride.

Construction continued slowly through the winter, the 2" by 2" boards being carefully set into position. Clyde Arbuckle indicated that Jack Prince did the actual

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<sup>22</sup>"Joe Custer to Interview Berti, KQW Tonight," San Jose Mercury Herald, 26 August 1935, 10.

<sup>23</sup>Miles Sprinz, "New Policies to Govern Bike Programs," San Jose Mercury Herald, 19 July 1937, 11; Miles Sprinz, "New Pairings for Bike Race Tonight," San Jose Mercury Herald, 21 July 1937, 18.

<sup>24</sup>Joe Colla, interview with author, 6 January 1994.

construction work.<sup>25</sup> Prince made a living traveling around the United States building board tracks. Wooden bicycle racing track surfaces ("board tracks") have to be built so that no nailheads appear on the racing surface. The Burbank Velodrome was built from the inner surface of the track outward. Joe Colla, an aspiring racer at the time (who went on to achieve local fame), carefully monitored the progress of the track. Once the surface had been built wide enough to accommodate a bicycle, he would sneak in at night for a spin around the track, hoping to someday emulate the cycling stars he had seen at a San Francisco six-day race.<sup>26</sup>

When the Burbank Velodrome opened in 1936, loudspeakers were installed for race commentary and to play music between events.<sup>27</sup> Rider "bunks"--small shelters where riders could rest between races, change equipment, etc.--were built on the infield. Parking was on nearby streets and alongside the fencing that enclosed the facility. Lighting was also a

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<sup>25</sup>Clyde Arbuckle, interview with author, 4 January 1994.

<sup>26</sup>Joe Colla, interview with author, 6 January 1994.

<sup>27</sup>"Arrangements Complete for Velodrome Opening Sunday," San Jose Mercury Herald, 2 May 1936, 20; "Velodrome Opens Today with Bike Race Program," San Jose Mercury Herald, 3 May 1936, 29.

part of the initial plans as night activities were planned for several sports.<sup>28</sup>

Much information about the facility can be garnered from an aerial photograph taken about 1940 (Figure 1).<sup>29</sup> The photograph depicts an underground tunnel giving access to the track infield from outside the track and grandstand area; and, it was wide enough for an occasional car to be driven through it (one does, in fact, appear in the infield in the picture). The photograph also shows a wooden platform in the center of the infield, most likely for the officials to use as this is commonplace today. Also seen in the picture is the clubhouse built for the riders in 1937 with funds from a benefit night of racing.<sup>30</sup> Additional bunks, infield fencing (to keep spectators out of the infield), and windbreaks were added in 1939<sup>31</sup> as well as a

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<sup>28</sup>"Finishing Touches for Local Velodrome," San Jose Mercury Herald, 14 March 1936, 16.

<sup>29</sup>Antone Chimenti, personal collection of scrapbooks and photographs.

<sup>30</sup>Miles Sprinz, "Plans Completed for Bike Benefit Program Tomorrow," San Jose Mercury Herald, 27 November 1937, 27.

<sup>31</sup>"Clyde Arbuckle Named Bike Track 'Ref;' Opening May 26," San Jose Mercury Herald, 14 May 1939, 22.

first aid room on the infield so riders' injuries could be tended on the spot.<sup>32</sup>

Board tracks required a considerable amount of upkeep, and annual repairs to the track surface, such as replacing boards and sanding the surface, were carried out before each season's racing commenced.<sup>33</sup> The annual maintenance ritual was also necessary to keep the grandstands and overhead lights in good condition, and the infield was thoroughly weeded before the beginning of each season.<sup>34</sup>

Training sessions began at the new velodrome in March of 1936<sup>35</sup> with as many as 75 riders at a time learning about the thrills--and numerous spills--of bicycle track racing. The official opening was set for May third and Maxwell announced to the San Jose populace that "night sports,

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<sup>32</sup>"Special Programs Will Add Color to Weekly Bike Races," San Jose Mercury Herald, 20 May 1939, 14.

<sup>33</sup>"Clyde Arbuckle Named Bike Track 'Ref;' Opening May 26," San Jose Mercury Herald, 14 May 1939, 22; "Cycle Riders Injured," San Jose Mercury Herald, 10 September 1937, 22.

<sup>34</sup>"Cycle Riders Injured," San Jose Mercury Herald, 10 September 1937, 22; Fred Merrick, "Bike Dealers Announce July 2 as Date for Opening of Burbank Racing Season," San Jose Mercury Herald, 19 June 1941, 14; "Financial Guarantee May Bring Board Track Bike Championships to San Jose," San Jose Mercury Herald, 25 June 1941, 14.

<sup>35</sup>"Cyclists to Try Velodrome Board Oval Again on Sunday," San Jose Mercury Herald, 19 March 1936, 19.

including cycling, boxing, wrestling and tennis"<sup>36</sup> were also planned activities for the new sport facility. Riders came from all over northern California; Fresno, Stockton, San Francisco, Oakland, Hollister, and Berkeley, to ride the Sunday workouts at the new track.<sup>37</sup>

San Jose cycling fans, and potential fans, were invited to the informal training races held on Sundays beginning April 19th. The excitement of a new sport facility coupled with free admission drew 2,000 fans to the first afternoon of unofficial racing.<sup>38</sup> The seating capacity for the two large grandstands located on the track straightaways was approximately 3,500 and a crowd of 3,000 showed up for the second week's informal races on April 26th.<sup>39</sup>

The stage was now set for the first season at the officially named "Garden City Velodrome." The fans were primed, the riders felt comfortable with the track, and the

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<sup>36</sup>"Finishing Touches for Local Velodrome," San Jose Mercury Herald, 14 March 1936, 16.

<sup>37</sup>"Kanitz, Hempler Set Mark of 13.3 for New Bike Track," San Jose Mercury Herald, 6 April 1936, 10.

<sup>38</sup>"Velodrome Record Lowered Again by Local Bike Stars," San Jose Mercury Herald, 20 April 1936."

<sup>39</sup>"3 Thousand See Bike Workouts," San Jose Mercury Herald, 27 April 1936, 10.



velodrome and facilities were polished and clean for the opening night on May 3, 1936.<sup>40</sup>

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<sup>40</sup>"Velodrome Opens Today with Bike Race Programs," San Jose Mercury Herald, 3 May 1936, 29.



Plate 1. Burbank Velodrome, circa 1940.

## CHAPTER 5

### THE RACERS

Many aspiring young San Jose athletes, bicycles at the ready, vied for inclusion in the racing program as the first season of racing opened in 1936. Bicycle racing was a familiar sport to San Jose sports fans, and San Jose had a long and lustrous cycling legacy.

The Garden City Wheelmen, San Jose's first bicycle club, was formed in 1884.<sup>1</sup> Many state and national champions developed under the auspices of this club; men like Otto Ziegler, "the little demon from San Jose" who was 1894 national champion.<sup>2</sup> Floyd MacFarland, one of the greatest six-day racers after the turn of the century, was considered by some to have been the best cyclist produced by San Jose. In 1937, Walter Hammitt, a cycling referee and mentor to San Jose's cycling youth said of MacFarland: "San Jose should have a statue of him in the public square, or at least name the velodrome in his honor."<sup>3</sup> Hardy and Lace

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<sup>1</sup>Clyde Arbuckle, interview with author, 4 January 1994.

<sup>2</sup>Edwin A. Beilharz and Donald O. DeMers Jr. San Jose: California's First City (Tulsa: Continental Heritage Press, 1980), 156.

<sup>3</sup>Joe Custer, "The Line Up," San Jose Mercury Herald, 22 January 1937, 16.

Downing also achieved professional fame, and Charles Barclay was the 1923 national amateur road champion.<sup>4</sup>

Eddie Saunders, the premier sports promoter in the San Francisco bay area in the 1930s, said that "San Jose, for years the cradle of cycling, still is potentially the outstanding cycling center of the country."<sup>5</sup> Bicycling aficionados might argue Saunders' point--the Eastern seaboard cities were certainly active centers for the sport--but San Jose clearly stood out as the last bastion for track cycling west of Chicago.

What made San Jose unique? Why were so many youngsters, and adults, clamoring for a velodrome and the chance to compete on it? There are, of course, no simple answers, but a couple of possibilities exist.

Most significantly, San Jose had an incredible cycling legacy. Membership in the Garden City Wheelmen blossomed in the 1890s<sup>6</sup> when bicycles became the last great fad of the 19th century. As the youth who rode and raced their

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<sup>4</sup>"Local Wheelmen Will Hold Team Tryouts Sunday," San Jose Mercury Herald, 27 August 1925, 19; Stub Stollery, "Rinella, Valerga Win Bike Race in Barrage of Spills, Thrills and Lap Stealing," San Jose Mercury Herald, 8 August 1939, 14.

<sup>5</sup>Joe Custer, "Rain Holds Bike Race Over to Friday Night," San Jose Mercury Herald, 9 July 1936, 18.

<sup>6</sup>Clyde Arbuckle, interview with author, 4 January 1994.

bicycles in the 1890s and early 1900s matured and moved into professional positions, they retained their interest in the sport and nurtured a new generation of cyclists who raced in the roaring twenties. The 1920s have been called the Golden Age of Sport in the United States and cycling was no exception. This generation of cyclists, in turn, continued an interest in the sport after they ceased competing.

When construction on the Burbank Velodrome began in 1935, young cyclists in San Jose had trainers and mentors who truly understood the sport and had raced on San Jose's earliest velodromes. The legacy was to continue in the newest generation.

The Garden City Wheelmen, and later cycling clubs that developed, such as the San Jose Cycling Club, were more than just clubs where members talked about bicycling. They were social clubs. Dances, picnics, and other social activities helped members forge lifelong friendships. Perhaps the most striking thing about the interviews and telephone conversations with former participants undertaken for this study was the sense of loyalty and friendship that still binds the group together. Regular reunions continued through the 1970s and former racers and their families still keep in contact with each other. The wives and girlfriends of the racers formed a women's auxiliary after World War II

and the births of babies and deaths of friends were causes for shared joy and grief.<sup>7</sup>

Significantly, television did not become a part of the American home until the late 1940s and early 1950s. Young adults in San Jose in the 1930s spent their free time socializing and attending activities together; dances, barbecues, movies. This meant that not only the youth of the city could concentrate on their education, jobs, and leisure activities, but also that potential fans for cycling (or any other sport event) did not have to choose between a football game on TV or attending a live sport competition.

Clubs were important to young racers because older members of the club (who were sometimes fathers of the young cyclists) could socialize the younger generation into the particulars of the sport. Fathers, such as Al Echeverria and Frank Hennessy, might also participate as coaches or officials while their sons raced at the velodrome.<sup>8</sup>

Clubs occasionally provided monetary support to riders, but it was usually for someone traveling out of state to a

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<sup>7</sup>Antone Chimenti, interview with author, 18 January 1994.

<sup>8</sup>"Bike Races to Resume on May 26; Board Appoints Temporary Track Officials," San Jose Mercury Herald, 9 May 1939, 8; John Callahan, "Fight Enlivens Race as Dornsife-Shackleford Win," San Jose Mercury Herald, 24 August 1940, 14.

national championship.<sup>9</sup> Most of the racers purchased their equipment with money they earned working after or before school. Many of the jobs entailed riding their bicycle - carriers for the San Jose Mercury Herald or San Jose Evening News, delivery boys, or jobs with the telegraph office<sup>10</sup> - so that some conditioning and training was coupled with work time. In later years, the velodrome association replaced riders' equipment, such as wheel rims, that were destroyed while racing at the Burbank Velodrome.<sup>11</sup> Bicycle shops might also help racers; some provided free equipment or services, and some helped as liaison between riders and bicycle manufacturing companies to help riders obtain equipment.<sup>12</sup> Prizes might also take the form of gift

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<sup>9</sup>Joe Colla, interview with author, 6 January 1994.

<sup>10</sup>Joe Colla, interview with author, 6 January 1994; Murphy Sabatino, interview with author, 19 January 1994; Antone Chimenti, interview with author, 18 January 1994; Clyde Arbuckle, interview with author, 4 January 1994; "Carriers Name Teams They Will Cheer to Victory," San Jose Mercury Herald, 10 August 1939, 14.

<sup>11</sup>"Plans Started for Opening of Race Season," San Jose Mercury Herald, 18 April 1939, 15; "Bike Track May Not Reopen Due to "Beef" With Cyclists," San Jose Mercury Herald, 15 April 1941, 9.

<sup>12</sup>Joe Colla, interview with author, 6 January 1994.

certificates redeemable for equipment at a local bicycle shop.<sup>13</sup>

The San Jose youngsters of the 1930s and early 1940s worked hard for their racing gear. A complete bicycle and racing attire, plus extra wheels could easily cost close to \$200; in 1940, \$659 would buy a Chevrolet automobile.<sup>14</sup> Some typical prices for bicycle racing equipment are shown below:<sup>15</sup>

Tires	\$7/pair
Bicycle Frame	\$45-60
Straighten Bent Frame	\$10-12
Wheels	\$10-18/pair
Saddle	\$5
Handlebars	\$3
Chain	\$1
Toe-clips and Pedals	\$5
Riding Shorts	\$3
Helmet	\$4
Shoes	\$6
Gloves	75¢/pair

Before riders could race at the Burbank Velodrome, their skill levels were assessed by cycling officials and members of the velodrome governing association and they were assigned to specific categories. Categorization was designed so that like-skilled riders competed with one

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<sup>13</sup>Stub Stollery, "Stub's Sports Shelf," San Jose Mercury Herald, 18 April 1939, 15.

<sup>14</sup>Anonymous, Chevrolet automobile advertisement, Life, 15 January 1940, 7.

<sup>15</sup>John Callahan, "Bike Riders are Crazy! But You Can't Beat 'em," San Jose Mercury Herald, 20 August 1940, 6.



another providing better (and safer) competition for the riders, and more exciting spectating for the fans.

Riders were categorized as Class A, Class B, Class C or novice. A novice rider was one who had never won a race. Winning an event moved a racer into a Class C categorization. Riders then moved from Class C to Class B, and Class B to Class A (the "best" riders) based on their race performance. Officials at the velodrome generally made the decision about when riders were to be promoted,<sup>16</sup> although occasionally the velodrome association (governing body overseeing the operation of the velodrome) might also provide input.<sup>17</sup>

Class A riders were also known as "seniors" for events at the Burbank Velodrome, and Class B riders as "juniors" (nomenclature akin to "varsity" and "junior varsity"). Both professional and amateur racers competed at the Burbank Velodrome. Competition was very nearly all amateur after the 1936 season. Even in 1936, when both professionals and

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<sup>16</sup>Antone Chimenti, interview with author, 18 January 1994.

<sup>17</sup>Joe Custer, "Local Riders in Split over Pairing System," San Jose Mercury Herald, 11 July 1937, 26.

amateur riders were racing, they were never allowed to compete head-to-head in an event.<sup>18</sup>

The issue of amateurism arose at various times during the lifetime of the Burbank Velodrome. The velodrome was on school property, and a condition of the velodrome's presence there was that activities at the facility be amateur in nature. Amateurism, and the extent to which riders could accept prizes (and what types of prizes) became an important issue in the later administration of the velodrome.<sup>19</sup> "An amateur sportsman is one who engages in sport solely for the pleasure and physical mental or social benefits he derives therefrom"<sup>20</sup> was the definition adopted by the Amateur Bicycle League of America (A.B.L.), one of the governing bodies for cycling that influenced activities at the Burbank Velodrome.<sup>21</sup> As the 1936 season prepared to open, riders

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<sup>18</sup>"Bike Opening May 12," San Jose Mercury Herald, 10 April 1937, 16.

<sup>19</sup>Louis Duino, "Sports Notebook," San Jose Mercury Herald, 16 April 1939, 18; "Plans Started for Opening of Race Season," San Jose Mercury Herald, 18 April 1939, 15; Stub Stollery, "Stub's Sports Shelf," San Jose Mercury Herald, 18 April 1939, 15; "Bachrodt Names New Board to Conduct Cycling," San Jose Mercury Herald, 3 May 1939, 31.

<sup>20</sup>Amateur Bicycle League of America, National Constitution and By-Laws, Ca. 1926, at San Jose Historical Museum.

<sup>21</sup>Several governing bodies, the Amateur Bicycle League of America and the National Cycling Association, both cycling related, and the Amateur Athletic Union affected

were presumably classified based on their performances in training and practice races.

The bicycle racers at the Burbank Velodrome were young--usually late teens to early twenties, and male. They came from various ethnic backgrounds. Newspaper clippings in Antone Chimenti's scrapbook collection included some rider biographical information so that ethnicity could be determined for 20 of the Burbank Velodrome racers: English (1), German (1), Indian/Mexican (1), Irish (4), Irish/English (1), Irish/German (1), Irish/Spanish (1), Italian (8), Mexican (1), and Spanish (1).<sup>22</sup> Joe Colla commented that the seemingly disproportionate number of riders of Italian or Irish background was actually just a reflection of San Jose's population at the time, which he felt was at least 50 per cent Italian.<sup>23</sup> Many of the youngsters aspired to the rank of professional racers, although few attained it. As many as 400<sup>24</sup> aspiring young San Joseans trained or experienced the sensation of riding

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activities at the Burbank Velodrome. The political machinations of these entities will be discussed in Chapter 6.

<sup>22</sup>Antone Chimenti, personal collection of scrapbooks and photographs.

<sup>23</sup>Joe Colla, interview with author, 6 January 1994.

<sup>24</sup>Ibid.

on the velodrome, but a core of about 30 to 40 raced in the weekly program. The ranks varied from 1936 to 1941; with some new faces and some old each season.

The riders highlighted in the following pages were mostly senior racers; because they were the "elite" of the local riders, information about them is obtainable. Their experiences--winning local track titles, state championships, and participating in meets and national championships elsewhere in the United States are representative of what all the racers at the Burbank Velodrome aspired to. Several of those discussed began as novice riders and worked their way up to senior status. Those interviewed<sup>25</sup> unanimously expounded the positive aspects of having participated in cycling, and it is reasonable to extrapolate those feelings to most of the youth who participated in the track racing program, regardless of their classification level.

There were many more racers than there are biographical sketches that follow. Those included typify the racing experiences at the Burbank Velodrome and their stories,

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<sup>25</sup>Joe Colla, interview with author, 6 January 1994; Murphy Sabatino, interview with author, 19 January 1994; Antone Chimenti, interview with author, 18 January 1994; Clyde Arbuckle, interview with author, 4 January 1994; Harriet Vasquez, telephone interview with author, 24 January 1994.

ranging from youthful exuberance to tragedy, tell the story of the Burbank Velodrome cycling days.

Ruggerio "Red" Berti

Red Berti's cycling accident in 1934 inspired the birth of the Burbank Velodrome. Berti, an Italian-American, was born in 1909. It is difficult to tell, as with nearly all the former riders from the Burbank era, when he first began racing. Berti's name appears in a register kept by George Lucier. Lucier, a cycling official, recorded the names of cyclists who participated in races sponsored by the Garden City Wheelmen. Berti was racing by the time he was 14<sup>26</sup> and when he was 17, represented the United States in the 1928 Olympics as a cyclist, and was again an Olympian in 1932.<sup>27</sup>

Berti had brain surgery in August of 1935 as a result of the initially undiagnosed skull fracture from his 1934 crash. The surgery, however extensive, did not result in a long convalescence. Berti was up and available for interviews in a few weeks<sup>28</sup> and was a professional racer appearing regularly at the Burbank Velodrome in 1936.

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<sup>26</sup>George Lucier, Garden City Wheelmen Register of Races, ca. 1920-1929, 150.

<sup>27</sup>"Local Wheelmen Will Hold Team Tryouts Sunday," San Jose Mercury Herald, 27 August 1925, 19.

<sup>28</sup>"Joe Custer to Interview Berti, KQW Tonight," San Jose Mercury Herald, 26 August 1935, 22.

There is no mention of him racing after the '36 season. He did contribute to the San Jose cycling legacy, riding and helping younger riders train<sup>29</sup>, and worked as a trainer at the six-day race in San Francisco in January of 1937.<sup>30</sup> The convulsions returned, and Red Berti was again hospitalized and had brain surgery in August of 1937.<sup>31</sup> The race program at the velodrome on August 11, 1937 was dedicated to him.<sup>32</sup> Berti again demonstrated his recuperative powers and recovered from the surgery, although he now had a metal plate in his head<sup>33</sup> and was no longer able to race.<sup>34</sup>

Berti maintained an involvement in cycling as an official<sup>35</sup> and as an officer with his club, the Garden City

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<sup>29</sup>Joe Colla, interview with author, 6 January 1994.

<sup>30</sup>Joe Custer, "Mel Silveria, George Antrobus, Local Boys Out of Six-Day Grind," San Jose Mercury Herald, 21 January 1937, 12.

<sup>31</sup>Miles Sprinz, "Valerga-Kenny Race Tonight," San Jose Mercury Herald, 11 August 1937, 15.

<sup>32</sup>Miles Sprinz, "Tomorrow's Bike Races to Honor Ailing Red Berti," San Jose Mercury Herald, 10 August 1937, 12.

<sup>33</sup>Clyde Arbuckle, interview with author, 4 January 1994.

<sup>34</sup>"Ruggerio 'Red' Berti of S.J. Bicyclist in 1932 Olympics," San Jose Mercury News, 31 December 1985, 5B.

<sup>35</sup>"Plans Mapped for Bike Bike Road Classic," San Jose Mercury Herald, 28 March 1938, 11.

Wheelmen.<sup>36</sup> Berti "worked as a salesman for the former McWhorter and Young store for 34 years, retiring in 1974"<sup>37</sup> and survived his wife of 53 years, Alice, by only 1 year. Red Berti, two-time Olympian, died in San Jose December 29, 1985,<sup>38</sup> a little over a year after avidly watching the United States cycling team in televised action in the 1984 Olympics.<sup>39</sup>

#### Joe Colla

Joseph A. Colla was born December 24, 1919 and currently resides in San Jose. Mr. Colla is in the process of compiling his autobiography and his recollections of the Burbank racing years were generously shared for this study.

Colla was one of 14 brothers in a large Italian-American family. His oldest brother, John, raced bicycles from 1928-1932 and was a close friend of Red Berti and Henry O'Brien.

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<sup>36</sup>Miles Sprinz, "Cycle Program Complete for Sunday Show," San Jose Mercury Herald, 25 November 1937, 19; Miles Sprinz, "Plans Completed for Bike Benefit Program Tomorrow," San Jose Mercury Herald, 27 November 1937, 13.

<sup>37</sup>"Ruggerio 'Red' Berti of S.J. Bicyclist in 1932 Olympics," San Jose Mercury News, 31 December 1985, 5B.

<sup>38</sup>Ibid.

<sup>39</sup>Steve Lopez, "Flash From Past Still Rides in Red," San Jose Mercury News, 29 June 1984, n.p.

In 1928, young Colla became extremely ill and was confined to bed for a year. The child who had overheard the doctor tell his parents that their son would probably die, was determined to get well. He faithfully took his daily medication containing arsenic, and when his brother John took him to see a six-day race in San Francisco, Joe Colla became fascinated with bicycle track racing. He concluded after reading about his illness and talking to his doctor that physical activity - riding a bicycle - would help him completely regain his health.

When the Burbank Velodrome was under construction and once the completed track surface was about three feet wide, Colla would sneak in with his bicycle for a ride around the track. Realizing that he needed a real racing bike if he was to ride and compete at the completed track, Colla became a newspaper carrier to earn extra money.

The child invalid became the teenage loner. Colla was accustomed to solitude and preferred the discipline of training alone. He combed the bicycle shops in San Jose for magazines about bicycle racing and training and some kind-hearted dealers let him keep extra copies of the magazines. He later joined the Garden City Wheelmen and learned to train with other riders and eventually, in later years, helped form a new club, the San Jose Bicycle club.



Colla raced at the new velodrome from its first season in 1936 through the final season of 1941. His talent went largely unrecognized at first as he was described as "not particularly fast or flashy, but has the making of an ideal partner [in a team race] for those star sprinters who like a steady plugger."<sup>40</sup>

How wrong that writer was. Joe Colla began as a novice in 1936, was a Class B rider in 1937, and was promoted to Class A in 1938. "Smiling Joe Colla"<sup>41</sup> was heralded as a "new sensation" by the press early in the 1938 season<sup>42</sup> and finished that year as the 1938 All-Around Champion at the velodrome,<sup>43</sup> in spite of two weeks of missed racing due to illness.<sup>44</sup>

Promoters liked to include a novelty event whenever possible on each week's program; a non-competitive event

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<sup>40</sup>Antone Chimenti, personal collection of scrapbooks and photographs, xerox copies now in author's collection.

<sup>41</sup>"Hennessy, Jones Lead Bicycle Point Standings," San Jose Mercury Herald, 3 August 1939, 14.

<sup>42</sup>"Hennessy Trys for Ninth Sprint Win," San Jose Mercury Herald, 5 July 1938, 15.

<sup>43</sup>"Colla Wins Bike Title by 10 Points from Rinella," San Jose Mercury Herald, 22 September 1938, 14.

<sup>44</sup>Stub Stollery, "Accuses A.A.U. of Bike 'Sell-Out'," San Jose Mercury Herald, 18 August 1938, 14-15; "10 Teams Start in Bike Feature," San Jose Mercury Herald, 24 August 1938, 18.

whose sole purpose was comedy or light-hearted entertainment. Riders would dress up, act out skits or perform tricks on their bikes. Joe Colla was one of the acknowledged "track clowns,"<sup>45</sup> which contributed to his growing popularity with the fans.

The former "plugger" blossomed into a fearsome sprinter by 1939.<sup>46</sup> By 1940 he was no longer delivering newspapers, but was employed as a grocery clerk<sup>47</sup> and honing the racing skills that would propel him to the Chicago Olympic races.<sup>48</sup> World war cancelled the Olympic games in 1940, but the National Cycling Association (N.C.A.) and U.S. Olympic committee tried to provide a prestigious event for U.S. cyclists who would have qualified for Olympic team tryouts. Colla's expenses were paid to Chicago for the event based on

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<sup>45</sup>"Echeverria-Hennessy Set New U.S. Mark With 5 Straight; Continue Grind This Evening," San Jose Mercury Herald, 28 July 1939, 16; "Bike Program to be Speeded up Friday," San Jose Mercury Herald, 29 August 1939, 9.

<sup>46</sup>"Rondoni Forced to Rest," San Jose Mercury Herald, 19 June 1940, 16.

<sup>47</sup>"Rondoni, Poe Seek 2nd Straight Win," San Jose Mercury Herald, 24 May 1940, 16.

<sup>48</sup>John Callahan, "Junior Cyclists May Join Senior Friday," San Jose Mercury Herald, 13 August 1940, 6.

his all-around performance in events at the Burbank Velodrome.<sup>49</sup>

Colla and Bob Stauffacher, a fellow Burbank track racer who had also traveled to Chicago in 1940, decided to pair as a team for the 1941 season. They won seven consecutive team races by August, a feat that was recognized by the N.C.A. as a national amateur record.<sup>50</sup>

The N.C.A. and Amateur Bicycle League of America spent most of the 1930s battling for control of the sport of cycling in the United States, but declared an uneasy truce in 1941<sup>51</sup> and Colla was able to ride the A.B.L.-sponsored amateur road championships in Los Angeles as well as the amateur board track championships in San Jose.

Joe Colla married one of his many female admirers from his racing days and went on to graduate from pharmacy school. He established a successful career in San Jose and is proud of his accomplishments on the San Jose City Council. Mr. Colla, although now retired, is an active community member and serves on the Grand Jury in San Jose.

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<sup>49</sup>John Callahan, "Junior Cyclists May Join Senior Friday," San Jose Mercury Herald, 13 August 1940, 6.

<sup>50</sup>Fred Merrick, "Stauffacher-Colla Score 7th Straight Bike Win," San Jose Mercury Herald, 16 August 1941, 14.

<sup>51</sup>Joe Colla, interview with author, 6 January 1994.

Gene and Bobby Echeverria

The Echeverria brothers, Gene and Bobby, were regular racers when the Burbank Velodrome opened in 1936. Bobby Echeverria turned professional in 1934 and landed his first six-day contract for races in the East in January of 1935.<sup>52</sup> The brothers were Spanish-Americans, and both spoke fluent Spanish which led to additional racing contracts for Bobby in South America.<sup>53</sup> Bobby's ability to speak Spanish sometimes meant that promoters would pair him with Spanish-speaking riders from outside the United States; for example, he was paired with Paul Larazolla of Mexico for the February, 1935 six-day race in San Francisco.<sup>54</sup>

Bobby Echeverria was born in 1915 and left school when he was 17 to pursue bicycle racing full-time.<sup>55</sup> Racing results for Bobby appear through 1939 in the San Jose Mercury Herald. He raced six-day races throughout the United States: Oakland, San Francisco, Chicago, Buffalo,

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<sup>52</sup>"Cycling Track to be Built at 19th and Mission Sts.," San Jose Mercury Herald, 4 January 1935, 18.

<sup>53</sup>"Next Program to Close Bike Season in S.J.," San Jose Mercury Herald, 30 August 1936, 24.

<sup>54</sup>"San Jose Riders in Six-Day Race," San Jose Mercury Herald, 25 February 1935, 11.

<sup>55</sup>Joe Custer, "San Jose Cycling Star Signed for Races in East; to Leave Sunday," San Jose Mercury Herald, 27 September 1935, 21.

Madison Square Garden in New York, Cleveland, and Milwaukee.<sup>56</sup> Bobby was married in 1935<sup>57</sup> and received his best placing in a six-day race, second, in 1936 in San Francisco partnered with a fellow San Josean, Henry "Cocky" O'Brien.<sup>58</sup>

Bobby Echeverria, like other San Jose professional cyclists of the time period, Red Berti and Henry O'Brien, spent most of the year in San Jose either recovering from, or training for, another six-day racing season. The six-day racing season ran from about November through late February or early March. The first season at the Burbank Velodrome featured both professional and amateur races and Bobby

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<sup>56</sup>"Teams Named for 6-Day Bike Race," San Jose Mercury Herald, 4 June 1935, 10; "Await Local Bike Test," San Jose Mercury Herald, 28 April 1935, 25; "Local Riders Start Grind in S.F. Six-Day Bike Race," San Jose Mercury Herald, 12 March 1939, 24; "O'Brien, Rodman 2nd in Chicago," San Jose Mercury Herald, 14 February 1939, 9; "Echevaria Drops as Kilian-Vopel Lead Bike Races," San Jose Mercury Herald, 13 November 1935, 19; "O'Brien 3rd, Bob Echevaria 4th," San Jose Mercury Herald, 18 March 1938, 16; "Echevaria Tied for Lead," San Jose Mercury Herald, 16 December 1935, 11; "O'Brien, Vopel 3rd in Bike Race," San Jose Mercury Herald, 30 March 1939, 17; "Echevaria Fourth in Six-Day Races," San Jose Mercury Herald, 9 November 1935, 17; "Kilian and Vopel Lead Bike Grind," San Jose Mercury Herald, 3 December 1935, 19; "O'Brien, Yates 7th in Cleveland," San Jose Mercury Herald, 4 February 1939, 14; "Kilian, Vopel Hold Milwaukee Lead," San Jose Mercury Herald, 4 March 1939, 17.

<sup>57</sup>"Fielding, Audy are Oakland Bike Leaders," San Jose Mercury Herald, 8 June 1935, 18.

<sup>58</sup>"S.J. Bike Team Second," San Jose Mercury Herald, 9 February 1936, 27.

Echeverria was a regular competitor. There were few professional racers in the San Jose area and Dewey Maxwell, the promoter for the Burbank Velodrome, dropped regular professional races for the 1937 season.

Discussion of Bobby Echeverria and his racing results ceases about the middle of 1940.<sup>59</sup> Narrators for this research project indicate that Bobby currently lives in the Lake Tahoe area and that he prefers a private, quiet life-style.

Gene Echeverria took a different approach to cycling than his brother Bobby; Gene stayed amateur for his whole career. Gene's racing career began in 1935 in open road races, but his attention rapidly shifted to track racing when the Burbank Velodrome opened in 1936.<sup>60</sup> His 1936 racing season was unremarkable, but in 1937 he began to develop a reputation as a rider with a temper, and a few years later, as a rider of note.

Gene Echeverria "staged a mild one-man riot"<sup>61</sup> when he and his team race partner, Carroll Poe, were awarded a third

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<sup>59</sup>"John Callahan, "Gene Echeverria May Desert Ranks of Local Cycling Group," San Jose Mercury Herald, 3 June 1940, 6.

<sup>60</sup>Antone Chimenti, personal collection of scrapbooks and photographs.

<sup>61</sup>Miles Sprinz, "Echeverria Added to List of Inactive Cyclists Here," San Jose Mercury Herald, 12 July 1937, 12.

place instead of second at the July 7, 1937 races. Gene was not the only racer at the track who made a habit of publicly venting his anger and frustration about race decisions to race officials. The racers were feeling especially confined by promoter Dewey Maxwell's policy of assigning team partners for the one-hour team race held each week. Naturally, riders had friends among their fellow racers, and there were also people they would prefer not to ride with. Additionally, riders felt that Maxwell's system created a few really strong teams, and also pairings of riders that had virtually no chance of ever winning. Maxwell also determined whether riders would be Class A or Class B and just prior to the July 7th races he had moved two riders, Tony Vallergera and Carroll Poe up from the Class B to Class A. Three other riders, Jack Hennessy, Fred Hempler and Leo Perez were downgraded from Class A to Class B.

Gene Echeverria's temper display on that July night was the beginning of riders' open expression of dissatisfaction with the subjective system of rider classification and team pairings that Maxwell had established. Four key riders, Vince Gatto, Sam Rinella, Louie Rondoni, and Nino Piazza went on strike July 11th and Gene Echeverria joined them

July 12th.<sup>62</sup> Joe Custer, sports editor for the San Jose Mercury Herald suggested an alternative, objective, system for rating riders based on points earned in races. Then strongest riders would be paired with weakest riders to equalize competition.<sup>63</sup>

The "Custer system" was suggested on July 13th and eagerly adopted on July 14th, although Maxwell got in the last word and the striking riders were placed on probation.<sup>64</sup> Gene Echeverria was done racing though for 1937, and announced he would race no more for the season.<sup>65</sup> It is unclear whether he quit in disgust over the classification/pairing issue, or whether there were other things happening in his life; in September, there is a brief mention for cycling fans that Gene was on vacation.<sup>66</sup>

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<sup>62</sup>Joe Custer, "Local Riders in Split over Pairing System," San Jose Mercury Herald, 11 July 1937, 26; Miles Sprinz, "Echeverria Added to List of Inactive Cyclists Here" San Jose Mercury Herald, 12 July 1937, 12.

<sup>63</sup>Joe Custer, "System! Bike Pairing System to End System Suggested," San Jose Mercury Herald, 13 July 1937, 14.

<sup>64</sup>Miles Sprinz, "Bike 'War' Ends as New Pairing System Adopted," San Jose Mercury Herald, 14 July 1937, 17.

<sup>65</sup>Miles Sprinz, "Echeverria Added to List of Inactive Cyclists Here," San Jose Mercury Herald, 12 July 1937, 12.

<sup>66</sup>Miles Sprinz, "Maxwell Names Nine Teams to Start Bikefest," San Jose Mercury Herald, 6 September 1937, 11.



The 1938 season opened with Gene Echeverria racing, and about to become a new father. His son was born in September.<sup>67</sup> Gene raced regularly, but without spectacular results in 1938. Riders were allowed to choose their own team race partners in 1939 and Jack Hennessy and Gene Echeverria won the first team race of the year.<sup>68</sup> Considered a mediocre rider, the San Jose Mercury Herald was the first to comment that "Echeverria's sudden burst into prominence was the break he needed to prove himself the most under-rated rider on the track."<sup>69</sup> Gene's performance, cause for much media speculation, was not a fluke though, and he and Hennessy won six consecutive team races for which they received a special award at the end of the season.<sup>70</sup>

The 1940 season was full of health problems as Gene suffered from chronic appendicitis. Following two weeks of good health when he and Charles Dornsife won the team

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<sup>67</sup>"New Combinations Ride for Senior Bike Honors Tonight," San Jose Mercury Herald, 7 September 1938, 17.

<sup>68</sup>Stub Stollery, "Bike Opener Finds Star in Echeverria," San Jose Mercury Herald, 27 May 1939, 14.

<sup>69</sup>Stub Stollery, "Bike Opener Finds Star in Echeverria," San Jose Mercury Herald, 27 May 1939, 14.

<sup>70</sup>"Bike Season Comes to Close Tonight; Fete Champions," San Jose Mercury Herald, 7 September 1939, 19.

race,<sup>71</sup> he would race one week, then be sick another, with the possibility of an operation or prescribed rest interrupting his training regimen.<sup>72</sup> Ultimately, Gene Echeverria did not have an appendectomy but he did quit cycling in July of 1940 as part of his doctor's advice and to take on a new job.<sup>73</sup> Gene Echeverria is reportedly still living in the San Jose-San Francisco area, but he could not be located, nor had the narrators recently had contact with him.<sup>74</sup>

#### Jack Hennessy

Jack Hennessy lived in San Francisco<sup>75</sup> and commuted to the Burbank Velodrome with his father and coach, Frank "Pop"

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<sup>71</sup>"Bike Riders Get Awards for Year at Dinner Meet," San Jose Mercury Herald, 8 October 1940, 11.

<sup>72</sup>"Dornsife Back on Bike Oval, Joins Perez," San Jose Mercury Herald, 23 May 1940, 14; "Dornsife, Gene Echeverria Out," San Jose Mercury Herald, 11 May 1940, 16; "Echeverria May Quit Cycling," San Jose Mercury Herald, 13 May 1940, 6; John Callahan, "Stauffacher, Colla Capture Bike Race on Final Sprint," San Jose Mercury Herald, 1 June 1940, 14.

<sup>73</sup>John Callahan, "Stauffacher, Colla Capture Bike Race on Final Sprint," San Jose Mercury Herald, 1 June 1940, 14; "Gautier Honored at Bike Races Friday Night," San Jose Mercury Herald, 2 July 1940, 8.

<sup>74</sup>Joe Colla, interview with author, 6 January 1994; Murphy Sabatino, interview with author, 19 January 1994; Antone Chimenti, interview with author, 18 January 1994; Clyde Arbuckle, interview with author, 4 January 1994.

<sup>75</sup>"Bike Riders are Rated for Season," San Jose Mercury Herald, 6 April 1938, 19.

Hennessy. Jack Hennessy was born in 1920 and grew up and began bicycle racing in Chicago where he was winning races in 1935.<sup>76</sup> Hennessy, an Irish-American, is worth noting because he became a pawn in the melee between the Amateur Athletic Union (A.A.U.), National Cycling Association, Amateur Bicycle League of America, and officials at the Burbank Velodrome.<sup>77</sup> In brief, riders could choose to register with one or more governing bodies, but the A.A.U. and N.C.A. were not a combination for which riders could cross-license and race by 1938.

Jack Hennessy and Walter Soares, another San Francisco track racer, partnered for the one-hour team races in 1938 and proved nearly impossible to beat.<sup>78</sup> The media was indignant and urged the local San Jose boys to put a stop to the "foreigners,"<sup>79</sup> as Hennessy and Soares came to be called. Both riders were coached by Jack's father and both

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<sup>76</sup>Antone Chimenti, personal collection of scrapbooks and photographs.

<sup>77</sup>This issue which involved rider licensing and velodrome and race sanctioning is discussed in depth in Chapter 6.

<sup>78</sup>Miles Sprinz, "Maxwell Names Nine Teams to Start Bikefest," San Jose Mercury Herald, 6 September 1937, 11; Stub Stollery, "Stub's Sport Shelf," San Jose Mercury Herald, 2 May 1938, 19.

<sup>79</sup>"Anything Goes Wednesday in Effort to Stop S.F. Riders," San Jose Mercury Herald, 19 July 1938, 12.

were members of the A.A.U. and A.B.L.<sup>80</sup> Nearly all riders at the track were licensed with the N.C.A., the governing body that sanctioned the races and activities at the Burbank Velodrome at that time. In August of 1938, the two riders were informed by A.A.U. representatives that they should not be riding at the N.C.A. sanctioned velodrome if they wanted to participate in future Olympic team tryouts. When the riders failed to show for the next Burbank velodrome race, the N.C.A. suspended them. They were caught in a clear no-win situation, but were somewhat grudgingly reinstated for the 1939 season. Jack Hennessy was also an amateur boxer with several titles<sup>81</sup> and he needed his A.A.U. amateur status card to continue boxing.

In 1939 Hennessy won the senior sprint and all-around trophies at the Burbank Velodrome,<sup>82</sup> awards he could not accept in person because he was enrolled in an aeronautical

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<sup>80</sup>Stub Stollery, "Bikemen Reach New Agreement," San Jose Mercury Herald, 14 June 1939, 16; "Hennessy All Thru," San Jose Mercury Herald, 6 September 1939, 16; Stub Stollery, "Riders Take Rap in Bike 'Union' Feud," San Jose Mercury Herald, 12 August 1938, 11.

<sup>81</sup>John Callahan, "Bike Races Hit Temporary Snag, NCA Gives Assurances," San Jose Mercury Herald, 3 February 1940, 14; Stub Stollery, "Stub's Sport Shelf," San Jose Mercury Herald, 2 May 1938, 19.

<sup>82</sup>"Bike Season Comes to Close Tonight; Fete Champions," San Jose Mercury Herald, 7 September 1939, 19.

school.<sup>83</sup> After completing his training, Hennessy obtained a job in Southern California.<sup>84</sup> It is not clear if the job was in private industry or with the military; either way his work efforts may have been geared toward war preparedness, an activity much on the minds of Americans at the time. On July 4, 1940 the San Jose Mercury Herald announced that Jack Hennessy would "make his first and probably only appearance tomorrow night"<sup>85</sup> at the Burbank Velodrome as he had four days leave from his job.<sup>86</sup>

Hennessy was unable to race at the Burbank Velodrome,<sup>87</sup> and Homer Thyle, the local N.C.A. representative blacklisted Jack Hennessy.<sup>88</sup> The blacklisting was because Hennessy failed to notify officials at the velodrome that he would be unable to attend and also suspended him from N.C.A. contests

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<sup>83</sup>"Bike Benefit for Tony Vallergera," San Jose Mercury Herald, 15 April 1940, 8.

<sup>84</sup>"NCA Pays Tribute to Echeverria, Hennessey," San Jose Mercury Herald, 28 April 1940, 25; John Callahan, "Gautier Night" Return of Hennessy Top Bike Program," 5 July 1940, 16.

<sup>85</sup>John Callahan, "Jack Hennessy Returns to Bike Wars Tomorrow Even.", " San Jose Mercury Herald, 4 July 1940, 6.

<sup>86</sup>John Callahan, "Gautier Night" Return of Hhennessy Top Bike Program," San Jose Mercury Herald, 5 July 1940, 16.

<sup>87</sup>John Callahan, "Dornsife, Rinella Steal Lap in Win" San Jose Mercury Herald, 6 July 1940, 14.

<sup>88</sup>John Callahan, "Rinella, Dornsife Ride to Bike Win," San Jose Mercury Herald, 13 July 1940, 14.

for 90 days, a time period that encompassed the national championship races in Chicago.

A reading of the accounts of Hennessy's suspensions makes them seem quite petty,<sup>89</sup> as if local officials were going out of their way to eliminate a quality competitor from the Burbank Velodrome races because he wrote "San Francisco" instead of "San Jose" as his hometown on entry forms. Other San Jose riders committed similar offenses that were not dealt with as severely. Comments were made during the interviews<sup>90</sup> that the local media certainly exaggerated news for the purposes of good copy. For example, the rivalry that media writers espoused between San Francisco and San Jose riders was generated by the media and not a feeling expressed by the riders themselves; all riders sought to win against all other riders.<sup>91</sup> If there were no feelings of animosity between the riders, then it does appear that there was some underlying factor accounting for

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<sup>89</sup>"A.A.U. Must Make 1st Move in Row," San Jose Mercury Herald, 14 August 1938, 20; "Two Programs for Bikemen This Week," San Jose Mercury Herald, 16 August 1938, 11; Stub Stollery, "Hey Corrigan! Local Cyclists Go 'Wrong Way'," San Jose Mercury Herald, 17 August 1938, 14; "Velodrome Race Wide Open Tonight," San Jose Mercury Herald, 17 August 1938, 14.

<sup>90</sup>Antone Chimenti, interview with author, 13 February 1994.

<sup>91</sup>Ibid.

the harshness of decisions made by local and NCA officials that affected Hennessy's cycling career. The question, unfortunately, remains unanswered.

### Mel Silvera

Mel Silvera was 17 years old when he began racing on the Burbank Velodrome.<sup>92</sup> He raced only one year in San Jose before turning professional and disappearing from the racing scene. Silvera is notable because he achieved racing fame as an amateur and managed to turn professional in spite of his physical disability; Mel Silvera had only one arm.

Silvera devised a special set of handlebars that allowed him to use his stump to support part of his body weight on the bicycle, much as his good arm also helped to support his body weight.<sup>93</sup> Even the special equipment, which allowed Silvera to compete on an even level in most races, could not compensate for disadvantages he had in team races. Silvera's partners had to employ hip slings for their partner exchanges, which can be less effective in some cases than hand slings. This did not become a problem during his amateur career, but probably was the cause for his rapid disappearance from the professional ranks; six-day

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<sup>92</sup>"Bicycle Club to Hold 'Round Up' Program Today," San Jose Mercury Herald, 5 May 1935, 6.

<sup>93</sup>Antone Chimenti, interview with author, 18 January 1994.

races are marathon versions of the team races that the Burbank Velodrome featured.

Mel Silvera turned professional to ride the January 1937 six-day race in San Francisco.<sup>94</sup> Silvera was unable to finish the race, a not uncommon occurrence in itself, but the reason was because of saddle sores. The saddle sores were caused by his inability "to rest his weight entirely on his lone hand while sprinting."<sup>95</sup> Silvera rode another six-day event in Oakland in February of 1937,<sup>96</sup> and was suspended by the National Cycling Association after that race for demanding additional money from the promoter beyond his contract.<sup>97</sup> Mel Silvera never shows up in accounts of the Burbank Velodrome, or reports of professional races elsewhere, after that.

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<sup>94</sup>"Six-Day Bike Race to Open in S.F. Tonight," San Jose Mercury Herald, 17 January 1937, 24.

<sup>95</sup>Joe Custer, "Mel Silveria, George Antrobus, Local Boys Out of Six-Day Grind," San Jose Mercury Herald, 21 January 1937, 12.

<sup>96</sup>"Silveria, Zulim, Antrobus Start in Six-Day Race," San Jose Mercury Herald, 2 February 1937, 11; "Silveira-Zulim Last at Oakland," San Jose Mercury Herald, 3 February 1937, 14.

<sup>97</sup>"3 Local Six-Day Riders Suspended," San Jose Mercury Herald, 22 February 1937, 10.



### Percy Smith

Percy Smith was arguably the most colorful rider at the Burbank Velodrome. Smith was born in 1921;<sup>98</sup> his parents lived in Peru, but were of Irish descent.<sup>99</sup> The family immigrated to Los Angeles, and Smith became a regular visitor to San Jose in 1936 to ride the track program at the velodrome.<sup>100</sup> In July of 1936, Percy "Baby-face" Smith,<sup>101</sup> decided to relocate to San Jose to take advantage of the regular racing schedule. George Antrobus, a professional rider from Los Angeles, had advised Smith that the experience he could garner in the regular Burbank Velodrome program could help Smith achieve his goal of turning professional.<sup>102</sup>

The spectators could count on some type of entertainment from Percy Smith each week. He had a quick

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<sup>98</sup>Joe Custer, "New Record Set at S.J. Bike Track." San Jose Mercury Herald, 30 July 1936, 16.

<sup>99</sup>Stub Stollery, "Stub's Sport Shelf," San Jose Mercury Herald, 2 May 1938, 19.

<sup>100</sup>"10 Teams Entered in Bike Feature at Burbank Tonight," San Jose Mercury Herald, 12 August 1936, 17.

<sup>101</sup>Ibid.

<sup>102</sup>"New Bike Track Attracts L.A. Riders to S.J.," San Jose Mercury Herald, 6 July 1936, 15; Antone Chimenti, personal collection of scrapbooks and photographs.

temper, seemed often to be up to some devilment, and was regarded as the best trick rider at the track.<sup>103</sup>

Smith's reputation, which seemed to amuse both himself and the fans,<sup>104</sup> really began at the end of the 1936 season. There was a large crash at the end of the team race on September 2nd which the officials initially attributed to Smith. Nearly all the riders on the track fell in the crash and the officials quickly discussed the situation and said Smith had caused the crash to keep a rival team from winning the race. The officials hastily announced that "for that flagrant violation of the rules of cycling Smith was barred for life from further competition on the burbank oval."<sup>105</sup> Later that night, the officials reversed their decision after talking to other riders involved, but Smith was still warned and put on probation for the first part of the 1937 season.<sup>106</sup>

Smith's status was cleared on May 10, 1937, but the hijinx of the previous year did not keep him from further

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<sup>103</sup>Antone Chimenti, interview with author, 18 January 1994.

<sup>104</sup>Ibid.

<sup>105</sup>"Hempler-Hall Win Wild and Weird Whirl on Wheels as Velodrome Closes Season," San Jose Mercury Herald, 3 September 1936, 18.

<sup>106</sup>"Wheelmen to Hold Meeting Tonight," San Jose Mercury Herald, 6 May 1937, 17.

trouble. At the races on August 11, 1937 a spectator who was shouting insults at Percy every time he rode by met his match. Smith leaped into the stands and punched the spectator; Smith was promptly disqualified from that night's events by head referee Clyde Arbuckle.<sup>107</sup> Smith talked with Arbuckle and ended up apologizing to the now quieter fan and Arbuckle then reinstated Percy Smith.

Smith's antics made him popular with the crowds. His comedic talents were apparently unmatched and he regularly devised humorous novelty races to lighten an evening's program.<sup>108</sup> Smith was also in demand for publicity photographs for fund-raising activities.<sup>109</sup>

In November of 1939, life beyond bicycle racing beckoned and Percy Smith set sail for Lima, Peru and a job as a bookkeeper.<sup>110</sup> His work there lasted only a little more

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<sup>107</sup>Joe Custer, "Smith Punches, Talks and Rides to Bike Victories," San Jose Mercury Herald, 12 August 1937, 14; Clyde Arbuckle, Interview with author, 4 January 1994.

<sup>108</sup>Stub Stollery, "Stub's Sport Shelf," San Jose Mercury Herald, 2 May 1938, 19; "Bike Program to be Speeded up Friday," San Jose Mercury Herald, 29 August 1939, 9.

<sup>109</sup>"Elks Plan Bike Racing Program for Charity Fund," San Jose Mercury Herald, 8 July 1939, 5; "Push Pedals to Fill Kiddies' Tummys," San Jose Mercury Herald, 12 July 1939, 18.

<sup>110</sup>"Off He's Goin' Shuffle," San Jose Mercury Herald, 10 November 1939, 17; "Bike Benefit for Tony Vallerga," San Jose Mercury Herald, 15 April 1940, 8.

than a year and then the lure of the bicycle racing proved too much and he returned to San Jose in April of 1941.<sup>111</sup> Smith returned not only to race, but to open a cafe;<sup>112</sup> Percy Smith's Cafe was located at 210 Race Street and featured "regular meals, beer, and dancing."<sup>113</sup> The cafe was open only a few years, and Smith moved to Los Angeles where he became a certified public accountant and retired a relatively wealthy man.<sup>114</sup> He still lives in Los Angeles and maintains a regular contact with his old bicycle racing friends.<sup>115</sup>

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<sup>111</sup>"Cycling Club to Race Sunday," San Jose Mercury Herald, 17 April 1941, 9.

<sup>112</sup>Antone Chimenti, Interview with author, 18 January 1994.

<sup>113</sup>"National Amateur Boardtrack Championship Program, August 26-27, 1941," original at San Jose Historical Museum.

<sup>114</sup>Joe Colla, interview with author, 6 January 1994.

<sup>115</sup>Antone Chimenti, interview with author, 18 January 1994.

Tony Vallergera and Murphy Sabatino

Tony Vallergera began as a novice rider in 1936 at the Burbank Velodrome.<sup>116</sup> Red hair, an abundance of freckles, and a cheerful disposition made the 17-year-old Italian-American rider popular with the fans.<sup>117</sup>

Vallergera worked as a carrier for the San Jose Mercury Herald<sup>118</sup> and as a messenger<sup>119</sup> to earn money for his bicycle racing equipment. In 1937 he was a Class B rider,<sup>120</sup> and his potential talent was apparent to fans who knew the sport; "In Valerga [sic], the fans will see one of the smoothest wheelmen ever developed here. While only a beginner, the freckle-face Italian displays much promise."<sup>121</sup> Dewey Maxwell reclassified Tony Vallergera as a senior (Class A)

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<sup>116</sup>"Deras-Rondi Win in Fast Team Race Here," San Jose Mercury Herald, 25 June 1936, 16.

<sup>117</sup>"Velodrome Star," San Jose Mercury Herald, 27 June 1937, 24.

<sup>118</sup>"200 Newspaper Carriers Feted at Burbank Velodrome Tonight," San Jose Mercury Herald, 11 August 1939, 17.

<sup>119</sup>"Velodrome Star," San Jose Mercury Herald, 27 June 1937, 24; Joe Custer, "Echeverria and Valerga Winners," San Jose Mercury Herald, 27 May 1937, 18.

<sup>120</sup>Miles Sprinz, "Lineup for Bike Race Wednesday Lists New Teams," San Jose Mercury Herald, 20 June 1937, 25.

<sup>121</sup>"New Pairings Announced for Velodrome on Wednesday," San Jose Mercury Herald, 18 May 1937, 12.

rider for the 1938 season.<sup>122</sup> Vallergera's prowess on the bike increased<sup>123</sup> and he was a consistent winner in the 1939 season and received the Paul Hudson perpetual trophy at the end of the year for being the best local (San Jose) rider at the track.<sup>124</sup>

On April 8, 1940 Tony Vallergera and Murphy Sabatino, a friend and fellow Class A racer,<sup>125</sup> were on a training ride on the then rural Stevens Creek road. Dusk was falling and the two were riding side by side.<sup>126</sup> Vallergera, who had been riding the shoulder side of the road had just changed places with Sabatino when a car drove up behind the two. The driver of the car, Herschel Rutherford,<sup>127</sup> apparently did not see the riders and hit Tony Vallergera and his bike at a speed

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<sup>122</sup>"Bike Riders are Rated for Season," San Jose Mercury Herald, 6 April 1938, 19.

<sup>123</sup>Stub Stollery, "Stub's Sport Shelf," San Jose Mercury Herald, 2 May 1938, 19.

<sup>124</sup>John Callahan, "Three Sensational Spills are Highlights of Final Bicycle Race; Echeverria-Dornsife Win," San Jose Mercury Herald, 8 September 1939, 18.

<sup>125</sup>"Five Teams Named for Opening of Burbank Racing," San Jose Mercury Herald, 18 May 1939, 14.

<sup>126</sup>Joe Colla, interview with author, 6 January, 1994; Murphy Sabatino, interview with author, 19 January 1994.

<sup>127</sup>Antone Chimenti, personal collection of scrapbooks and photographs.

of about 60 m.p.h.<sup>128</sup> from behind. Vallergera was thrown about 50 feet and killed instantly; the car swerved and slammed into a ditch on the opposite side of the road, killing the passenger of the car, Alberta Ott.<sup>129</sup>

Murphy Sabatino's memories of that tragic night are all too vivid. He remembers running up to help his friend, seeing the gaping skull wound and screaming for help that could never save Tony, no matter how quickly it might have arrived. The senseless tragedy of that night haunts Sabatino to this day, and deeply affected the cycling community in San Jose at that time.<sup>130</sup>

Murphy Sabatino sold all his cycling equipment within days of the tragedy and announced his retirement from bicycle racing the day after Tony Vallergera's funeral.<sup>131</sup> At the riders' urging, the Paul Hudson perpetual trophy was given to the Vallergera family. Benefit races were scheduled for June 14th at the Burbank Velodrome and all gate receipts

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<sup>128</sup>Joe Colla, interview with author, 6 January 1994.

<sup>129</sup>Murphy Sabatino, interview with author, 19 January 1994; Antone Chimenti, personal collection of scrapbooks and photographs; "Cyclist, Woman Die in Crash," San Jose Mercury Herald, 9 April 1940, 1, 4.

<sup>130</sup>Murphy Sabatino, interview with author, 19 January 1994.

<sup>131</sup>Antone Chimenti, personal collection of scrapbooks and photographs.

(not just profits) were turned over to the Vallergera family to help defray funeral expenses.<sup>132</sup>

There was a lot of introspective soul-searching in the cycling community following Vallergera's death.<sup>133</sup> The Burbank Velodrome was a venture proposed by the community after another prominent cyclist, Ruggerio "Red" Berti was nearly killed in a crash with an automobile. Many people felt that the velodrome had been built to provide riders with a safe place not only to race, but to train. The velodrome however, was not open in the evenings for training as the costs for lighting were a concern. There is no evidence that this policy changed after Vallergera's death despite the attention it received.

Murphy Sabatino never raced again, and today he is a firm believer in hard-shell protective helmets as a regular part of a cyclist's gear. Sabatino retained an interest in cycling and velodrome racing though, building the San Jose Velodrome behind the San Jose Speedway in 1950. Mr. Sabatino is a successful San Jose businessman whose office walls are covered with certificates, awards and photographs

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<sup>132</sup>"Bike Benefit for Tony Vallergera," San Jose Mercury Herald, 15 April 1940, 8.

<sup>133</sup>Louis Duino, "Sports Notebooks: Vallergera's Death Blow to Cyclists," San Jose Mercury Herald, 10 April 1940, 18; Antone Chimenti, personal collection of scrapbooks and photographs.



documenting his fraternal and community-oriented activities.

Joe Colla was also a close friend of Tony Vallergera and the two had planned to be partners for the one-hour team races in 1940. Colla was also deeply affected by Vallergera's death, and was undecided for a time about his cycling future,<sup>134</sup> but made the decision to continue racing by the time the 1940 season began on May 3rd.<sup>135</sup>

#### Girls' Races

Races for women, or "girls' races" as they were advertised for the velodrome, did not become a regular part of the racing program at the Burbank Velodrome. Dewey Maxwell included girls' races of varying short lengths in 1936 as special feature races. They were clearly designed to bring in spectators and do not seem to have been taken very seriously by either the participants themselves,<sup>136</sup> or the males racing.<sup>137</sup> In fact, it took some prodding for the male narrators to even recall that women had raced at the

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<sup>134</sup>Antone Chimenti, personal collection of scrapbooks and photographs.

<sup>135</sup>"Pineboards in Inaugural Tonight," San Jose Mercury Herald, 3 May 1940, 16.

<sup>136</sup>Harriet Vasquez, telephone conversation with author, 24 January 1994.

<sup>137</sup>Joe Colla, interview with author, 6 January 1994; Murphy Sabatino, interview with author, 19 January 1994; Antone Chimenti, interview with author, 18 January 1994.

velodrome, although most remembered Jackie Gilbert, the 13-year-old mascot in 1939.<sup>138</sup>

The most publicized female racer was Harriet O'Brien, the sister of professional racer Henry 'Cocky' O'Brien.<sup>139</sup> In a telephone conversation with the author, Harriet downplayed her racing at the velodrome, thinking of it as a lark. Harriet O'Brien married Sam Rinella, a Class A racer, in 1940.<sup>140</sup> They were later divorced and she remarried. Harriet Vasquez currently lives in the greater Lake Tahoe area.

Other female racers in 1936 include Alice Borba, Edith Corry, Elsie Daykin, Lucille Rosetti, Cecilia Silvera, and

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<sup>138</sup>"Bike Riders Take Test Trial Tonight," San Jose Mercury Herald, 22 May 1939, 7.

<sup>139</sup>"Girls' Bike Race Will Mark Night Racing Program," San Jose Mercury Herald, 5 June 1936, 21; "Claiming Championship," San Jose Mercury Herald, 5 June 1936, 21; "3500 See Night Bike Races Open at Local Track," San Jose Mercury Herald, 11 June 1936, 20-21.

<sup>140</sup>"Sammy Rinella to Take Wife," San Jose Mercury Herald, 18 April 1940, 16.

Isabel Silvera.<sup>141</sup> Cecilia and Isabel were the sisters of Mel Silvera.<sup>142</sup>

Races for the women were held only four times and they clearly occupied a niche in the race program that was subsequently filled by other novelty (comedy) events. There was a half-mile race on June 10, half-mile handicap races on June 17 and 24, and a pursuit race on July 1.<sup>143</sup>

Jackie Gilbert was the daughter of Roy Gilbert, one of the race officials at the Burbank Velodrome. She was the mascot for the track for 1939 and rode one novelty handicap race against two senior riders, Martin Kenny and Sam Rinella, which she won.<sup>144</sup>

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<sup>141</sup>"Night Racing in Debut Tonight at Velodrome," San Jose Mercury Herald, 10 June 1936, 16; "3500 See Night Bike Races Open at Local Track," San Jose Mercury Herald, 11 June 1936, 20-21; "Around, Around and Down She Goes," San Jose Mercury Herald, 22 June 1936, 11; "Deras-Rondi Win in Fast Team Race Here," San Jose Mercury Herald, 25 June 1936, 16; Joe Custer, "Echeverria and Deras Capture Team Race Here," San Jose Mercury Herald, 2 July 1936, 18.

<sup>142</sup>Antone Chimenti, interview with author, 18 January 1994.

<sup>143</sup>"3500 See Night Bike Races Open at Local Track," San Jose Mercury Herald, 11 June, 1936, 20-21; Joe Custer, "New Record Set at Bike Track," San Jose Mercury Herald, 18 June 1936, 18; "Deras-Rondi Win in Fast Team Race Here," San Jose Mercury Herald, 25 June 1936, 16; Joe Custer, "Echeverria and Deras Capture Team Race Here," San Jose Mercury Herald, 2 July 1936, 18.

<sup>144</sup>"Riders Map Own Program for Second Bicycle Race Friday," San Jose Mercury Herald, 30 May 1939, 6; Stub  
(continued...)

## CHAPTER 6

### THE RACE PROGRAM

The very first official program of races at the Burbank Velodrome was on Sunday afternoon, May 3, 1936.<sup>1</sup> Dewey Maxwell, as general manager of the velodrome,<sup>2</sup> held sway over the selection of events and riders for the team races. Maxwell had to report to a governing board, the velodrome association, but, as he was also president of the velodrome association,<sup>3</sup> his words and actions dictated what happened at the velodrome for the first few years.

Maxwell was efficient in promoting the activities at the Burbank Velodrome. Maxwell was assisted in promoting the velodrome in 1938 and 1939 when George "Red" Long assumed the role of publicity director for the Burbank

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<sup>144</sup>(...continued)  
Stollery, "Yep, They Did it Again! Hennessy, Echeverria Win Second Bike Program," San Jose Mercury Herald, 3 June 1939, 14.

<sup>1</sup>Joe Custer, "Joe E. Brown, Otto Ziegler Sought as Officials for Velodrome Opening," San Jose Mercury Herald, 9 April 1936, 16.

<sup>2</sup>"53 Amateurs in Opening Event at New Track," San Jose Mercury Herald, 11 April 1936, 21.

<sup>3</sup>"Velodrome Opens Today with Bike Race Program," San Jose Mercury Herald, 3 May 1936, 29.

Velodrome.<sup>4</sup> Articles and announcements of the upcoming races were printed in the San Jose Mercury Herald, most days of the week. The newspaper media had their own reserved area from which to watch the races and Maxwell's efforts in courting the news reporters and keeping them informed paid off in news coverage.

Each evening's program of races included from six to twelve events.<sup>5</sup> Evening programs began at 8:00 p.m. with spectators allowed in at 7:30 p.m. Generally, the one-hour team race, considered the main event, was scheduled from 9 to 10:00 p.m. The first few programs of 1936 ran well over three hours and complaints from the fans pushed Maxwell to shorten the program.<sup>6</sup>

Races were normally held on Wednesday evenings during 1936, 1937, and 1938. Occasionally, different days were used for benefit programs, or because a regularly scheduled race date was postponed because of rain which made the track

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<sup>4</sup>Stub Stollery, "Stub's Sport Shelf," San Jose Mercury Herald, 2 May 1938, 19; Stub Stollery, "Hennessy-Soares Nose Out Hempler-Dornsife for Win," San Jose Mercury Herald, 28 July 1938, 12.

<sup>5</sup>"New Combinations for Team Race at Velodrome Wed. Evening," San Jose Mercury Herald, 30 June 1936, 12; "Bike Riders Out for 3rd Win Tonight," San Jose Mercury Herald, 14 September 1938, 18.

<sup>6</sup>"Team Race Tops Bike Program at Burbank Tonight," San Jose Mercury Herald, 24 June 1936, 18.

surface too slick and dangerous upon which to ride. Race night moved to Friday in 1939 to avoid conflicts with wrestling matches elsewhere in San Jose that were scheduled for Wednesdays.<sup>7</sup>

In 1939, citing disgust with the growing commercialism of activities at the Burbank Velodrome, Walter Bachrodt, the City Superintendent of Schools, forced the resignation of Dewey Maxwell and the velodrome association. Bachrodt's action was precipitated by complaints from the riders that Dewey Maxwell was acting in a dictatorial manner. In fact, Maxwell was trying to sanction the track with the A.B.L. which would require the racers there to give up their N.C.A. licenses and register instead with the strictly amateur A.B.L. organization.<sup>8</sup>

Bachrodt supported his actions rationalizing that the Burbank Velodrome was located on school property and a requisite for its presence there was that actions remain purely amateur. In question was the charging of admission--there were allegations that Maxwell had been running a for-profit business instead of a non-profit amateur sports

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<sup>7</sup>"Bike Races to Resume on May 26; Board Appoints Temporary Track Officials," San Jose Mercury Herald, 9 May 1939, 8.

<sup>8</sup>Stub Stollery, "Showdown Threatens Bike Racing," San Jose Mercury Herald, 5 April 1939, 18.

venue--and the distribution of prizes and awards with monetary value to the riders.<sup>9</sup>

In an inherently amusing twist of fate, the riders both won, and lost. They won because their seeming goal was to get rid of Maxwell whom they felt to be too dominating. They lost because their main disagreement with Maxwell was about retaining their affiliation with the N.C.A. and protecting their future aspirations of professionalism. Bachrodt declared the Burbank Velodrome a public playground<sup>10</sup> and strictly amateur operation henceforth, and the riders had to accept that premise if they wished to continue racing.<sup>11</sup>

Walter Bachrodt appointed a new board to supervise activities at the velodrome and schedule races. Henry Banderob, manager of the wholesalers' credit union,<sup>12</sup> headed up the new board and continued to do so through the Burbank Velodrome's remaining three years.

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<sup>9</sup>John Callahan, "Burbank Velodrome Not to be Closed; Recreation Dept. May Control Bicycle Track," San Jose Mercury Herald, 15 April 1939, 14.

<sup>10</sup>"Bachrodt Names New Board to Conduct Cycling," San Jose Mercury Herald, 3 May 1939, 31.

<sup>11</sup>"Plans Started for Opening of Race Season," San Jose Mercury Herald, 18 April 1939, 15.

<sup>12</sup>"Banderob Named Chairman of New Bicycle Board," San Jose Mercury Herald, 6 May 1939, 14.

Available evidence indicates that the velodrome remained unsanctioned during 1939,<sup>13</sup> although the board did file a bid for the N.C.A. national championship for that year.<sup>14</sup> When the board of directors heard that they were the top selection for the championships, they declined, citing financial reasons; they would have had to assist out-of-state riders in their travel expenses.<sup>15</sup>

By 1941, the Burbank Velodrome had been sanctioned by the A.B.L. and was awarded the National Amateur Boardtrack Championship races which were held in San Jose August 26-27, 1941.<sup>16</sup> The national championships did not generate much interest in the newspapers; to say that there was limited coverage of the activities would be an understatement. In fact, newspaper coverage of events at the Burbank Velodrome began a steady decline from 1939 onward. There was a noticeable paucity of information relayed to the public for

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<sup>13</sup>Stub Stollery, "Bikemen Reach New Agreement," San Jose Mercury Herald, 14 June 1939, 16.

<sup>14</sup>"Bikemen Renew Rivalry Tonight," San Jose Mercury Herald, 16 June 1939, 14.

<sup>15</sup>Stub Stollery, "S.J. Voted Olympic Bike Trails," San Jose Mercury Herald, 24 June 1939, 16; Stub Stollery, "Pass Up National Bike Trials Here; Valerga Breaks Record; Hennessy, Echeverria Win 7th," San Jose Mercury Herald, 22 July 1939.

<sup>16</sup>"National Amateur Boardtrack Championship Bicycle Races, Official Souvenir Program, August 26-27, 1941;" from San Jose Historical Museum archives.



the entire 1941 season, probably attributable in part to the presence of a greater variety of sports in San Jose and as fallout from the loss of George Long, the former publicity director during the ousting by Walter Bachrodt of the "old guard."

There were several types of races that might be included any one night in addition to the standard team races: pursuit, miss-and-out, sprints, point race, scratch race, and handicap races. Each type of race could be adjusted to different lengths (for example, 1/4-mile to 3 miles) and made available to different skill levels (such as novice, Class C, Class B, Class A).

Basic descriptions follow for the most common races held at the Burbank Velodrome, although it is worth noting that variations could often be made to each basic race type.

#### Pursuit Race

Pursuit races are most commonly contests where two riders compete at a time. Riders are started on opposite sides of the track and are timed on a designated distance. The winner is the rider with the fastest time. If any rider is overtaken by the other rider on the track, however, the overtaken rider is eliminated from any consideration for placings.

A variation on the traditional pursuit race is Australian pursuit; both types of events were conducted at the Burbank Velodrome. In Australian pursuit, several riders are evenly spaced around the track. Once the race begins, any rider overtaken is eliminated and the race continues until all riders are eliminated but one, the winner. Australian pursuit events were not held very often at the Burbank Velodrome, probably because their length was unpredictable and could be quite long.

#### Miss-and-Out

A miss-and-out race is a massed start race (all riders begin together). After a few laps of riding for the field to get settled, the race begins. The last rider across the start/finish line is eliminated. Generally, the elimination continues until there are three riders left. These three then have a free lap (in which no riders are eliminated) and then they sprint for the start/finish line and are placed first, second and third accordingly. The fourth place finisher would be the last rider that was eliminated, and subsequent placings can be determined by working backwards in a similar fashion.

Because there is a lot of jostling and quick movement in the pack of riders requiring a certain amount of skill, this event was not one used for novice riders. In addition

to Class A and Class B miss-and-outs, there were occasional Class C events offered at the Burbank Velodrome.<sup>17</sup>

### Sprints

Sprint races are almost always contests between two or three riders; the winner is the first rider to cross the finish line and times are recorded for a specific distance; the Burbank Velodrome results note a one lap time (1/8 of a mile). Sprint events are short, at the Burbank Velodrome about four laps (1/2 mile; again, the time was only recorded for the last lap). Sprint events are popular with audiences because in the course of maneuvering for position, riders will often perform track stands. A track stand is when a rider uses the banking on the track and their skill to perfectly balance themselves astride their bicycle in a stationary position. The desired outcome is to force the competitor(s) into the lead position. Strategically, in sprint races it is almost always most advantageous to be the following rider, where it is possible to save energy while building up speed riding in the draft of the opponent. The following rider then sprints by the other rider near the end of the race.

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<sup>17</sup>"Nine Teams Set for Bike Races," San Jose Mercury Herald, 28 July 1937, 15.

Sprint races were popular at the Burbank Velodrome because they were quick and could be used to fill out an evenings program. In 1938 a sprint race championship was held with several weeks of preliminary events building to the final championship ride, won by Vince Gatto.<sup>18</sup>

#### Point Race

A point race is a massed start event. At designated intervals, every few laps, riders sprint and points are awarded to the first three riders across the line. The winner at the end of the event is the rider with the most points. A rider who manages to ride away from the pack of riders (the field) and gains a lap wins regardless of points accrued. Thus, distance covered is the first determinant of a winner, and among riders with equal distance (laps), the rider with the most points places higher.

It was rare for riders to lap the field at the Burbank Velodrome and ties were common because the point races were so short, usually only two or three miles.<sup>19</sup> The intervals at which sprints were to be held were announced to riders

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<sup>18</sup>Stub Stollery, "Rinella, Rondoni Outpump Bike Aces; Gatto New Sprint Champ," San Jose Mercury Herald, 25 August 1938, 14.

<sup>19</sup>Stub Stollery, "Hennessy, Soares Whirl to 2nd Straight Bike Victory," San Jose Mercury Herald, 26 May 1938, 16; John Callahan, "Hennessy, Echeverria Score Ninth Bike Win; Valerga, Colla End 1 Point Behind," San Jose Mercury Herald, 19 August 1939, 14.

before the start of the race and a tally for the season was kept of points earned. The winner at the end of the year was the sprint champion (easy to confuse, but not the same as the winner of the sprint championship).<sup>20</sup>

#### Scratch Race

A scratch race is a massed start race over a designated distance in which the winner is the first person to cross the start/finish line at the end of the race. Scratch races could be for various distances and one variation was the unknown distance race. In an unknown distance race, riders know that it is a scratch type event, but they do not know if the race will be one mile, five miles, etc. Race officials determine the distance prior to the start of the race. Racers sometimes gamble that it will be a short event and attempt to get ahead of the field. If the race proves to be longer, the more conservative riders have a better chance of success than a now tiring, lone rider dangling in front of a fast-chasing pack of riders. The officials signal the impending end of the race by ringing a bell when there is one lap left to race.

Unknown distance races were popular with fans for the strategies that riders might adopt and because the possible

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<sup>20</sup>"Hempler, Gene Echeverria in Bike Victory," San Jose Mercury Herald, 16 September 1939, 14.

outcome remained unclear to both riders and spectators until there was only one lap left to ride. Scratch races in general were probably popular with the Burbank Velodrome management because they could be run over long or short distances (depending on how the race schedule was running) and any skill level could compete in them.

#### Handicap Races

Handicap races were of the scratch race variety, but not all riders started together. The scratch group, composed of the strongest riders began at the start/finish line. Other riders were spaced singly or in groups at various intervals around the velodrome in an attempt to equalize the competition. In an ideally handicapped race, all the riders come together just before the finish.

Handicapping can be applied to a variety of events and at the Burbank Velodrome, in addition to scratch race handicapping, the technique was also used for at least one team race and a novelty race with the 13-year-old track mascot, Jackie Gilbert. Gilbert won her race against two veteran Class A racers because of handicapping.<sup>21</sup>

The selection of races for a program, officials to oversee the program, and general management of the velodrome

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<sup>21</sup>Stub Stollery, "Yep, They did It Again! Hennessy, Echeverria Win Second Bike Program," San Jose Mercury Herald, 3 June 1939, 14.

was a large responsibility. For the first three of the Burbank Velodrome's six seasons, Dewey Maxwell had nearly complete autonomy in the management of the facility.

The first year at the new velodrome was exciting for all concerned and disagreements between riders, officials and velodrome management which would become increasingly prevalent as time passed, were dormant in 1936. The source for many problems that would develop over the years was the choice of an entity under whose auspices the velodrome races would function. There were two governing bodies for the sport of cycling at that time. The Amateur Bicycle League of America was amateur-oriented and governed bicycle road races. The National Cycling Association governed boardtrack racing and was oriented towards professional athletes. A third party in future squabbles that would cast a shadow over the Burbank Velodrome was the Amateur Athletic Union. The A.A.U. attempted to oversee all amateur sport in the United States and was responsible for approving Olympic team selections.

The Burbank Velodrome appears to have occupied a unique niche in the late 1930s and early 1940s. There are repeated references in the literature that indicate San Jose had the only active velodrome with a regular program of racing west

of Chicago,<sup>22</sup> if not within the whole of the United States.<sup>23</sup> The professional six-day circuit was comprised of riders who traveled from city to city to race. San Francisco, for example, had one or two six-day races per year, but there is no evidence that there was a weekly schedule of races. There may have been velodromes in the eastern portion of the United States with programs similar to the one in San Jose, but there was no evidence of them in the scope of the research conducted for this project.

In any event, the promoter and racers in San Jose found themselves in difficult straits on more than one occasion as the governing bodies played tug-of-war with the Burbank Velodrome. When Maxwell prepared for the first season, he obtained sanctioning from the N.C.A.<sup>24</sup> This was a logical move. The facility was a board track, boardtrack racing was governed by the N.C.A., hence N.C.A. sanctioning seemed a reasonable approach to enforcement of race rules. The riders were in favor of N.C.A. sanctioning too because many

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<sup>22</sup>"Cyclists Draw Record Crowds," San Jose Mercury Herald, 27 June 1940, 17.

<sup>23</sup>"Colla, Hennessy and Soares Feature 1938 Bike Season," San Jose Mercury Herald, 1 January 1939, 17; "Bike Track Complete for First Race," San Jose Mercury Herald, 25 May 1939, 16.

<sup>24</sup>"Velodrome Set for 1st Races," San Jose Mercury Herald, 9 May 1937, 28.



of them harbored dreams of someday turning professional - and that meant they must maintain a positive relationship with the N.C.A., the governing body for professional cycling.

Bicycle road races were considered amateur and were under the jurisdiction of the A.B.L. which did not have to worry about ambiguous situations in which amateur and professional interests might coexist.

In principal, and from the literature, it appears that some riders rode both road races (requiring an A.B.L. license) and track races (requiring an N.C.A. license). In addition, a few, such as Jack Hennessy of San Francisco, were members of the A.A.U. Athletes such as Hennessy, who competed in amateur sports other than cycling were required to join the A.A.U. and maintain a good status with them. A rider suspended from the A.A.U. would not be able to compete in any other amateur sport, but would be able to ride at the Burbank Velodrome because races there were sanctioned by the N.C.A.

Maxwell continued to renew the velodrome's agreement with the N.C.A. through 1937 and 1938. In August of 1938, though, the politics behind the power struggle for control of the sport of bicycle racing (amateur and professional) began to tear apart the cohesive program Maxwell had

created. The A.A.U., in a bid to gain control of cycling, had taken over the A.B.L.<sup>25</sup> Riders at the Burbank Velodrome all received letters in August of 1938 that they were jeopardizing their A.A.U. memberships by riding at an N.C.A.-sanctioned facility. Conversely, the N.C.A. representative told riders at the local track that if they refused to ride, they would be suspended by the N.C.A. In other words, riders now had to choose; because the velodrome was N.C.A.-sanctioned, they could continue to race there and lose A.A.U. membership, and give up any hopes of competing in the 1940 Olympics. The alternative was to stop racing at the track and ride only A.A.U./A.B.L.-sanctioned events and pursue any possibilities as a future Olympian.

The pressure on the hometown racers in San Jose must have been fierce; certainly Dewey Maxwell would have a major interest in encouraging them all to continue with their N.C.A. racing. In the end, all but two San Jose racers opted to continue their track racing--and were immediately suspended by the A.A.U. Jack Hennessy and Walter Soares of

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<sup>25</sup>Les Earnest, "An Unauthorized Guide to the U.S. Cycling Federation," Cyclops USA, 1 August 1985, Los Altos Hills, CA: Liability Press.

San Francisco, and Nino Piazza and Jack Millett of San Jose opted for the A.A.U. and were suspended by the N.C.A.<sup>26</sup>

Hennessy and Soares became pariahs in the eyes of the San Jose media. The two riders had commanded an overwhelming lead in the all-around points for the season, and it is apparent that no tears were shed over their departure (as they were now suspended from further competition at the Burbank Velodrome); the "locals" now had a viable chance to win the season title. It was pointed out in the interviews that the newspaper writers often harped on situations to create interesting news, often creating mountains out of molehills.<sup>27</sup> The headlines for this whole event certainly seem worthy of scrutiny.

What seems apparent from the pitiful scenario that played out in 1938 is that national governing bodies and the officials and representatives for them, were penalizing athletes who had no control over the political scene of their sport.

Beyond the larger political issues, there were frequent misunderstandings between the racers and officials at the

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<sup>26</sup>Stub Stollery, "Accuses A.A.U. of Bike "Sell-Out," San Jose Mercury Herald, 18 August 1938, 14, 15.

<sup>27</sup>Antone Chimenti, interview with author, 18 January 1994.

Burbank Velodrome. This may have provided some additional entertainment for the fans, but began to get wearisome after two years. Prior the start of the 1938 season, the velodrome association and Dewey Maxwell met with officials to draw up a list of rules of conduct for the riders. All riders were to be provided with a printed list of the rules before racing and they were expected to abide by them.<sup>28</sup> A list of rules from 1939 was in the archives at the San Jose Historical Museum; see Appendix D for a retyped list of the 1939 rules.

Many of the rules were designed to eliminate unnecessary squabbling between riders and officials. Riders were held responsible for knowing the rules, were told how to register complaints (through a designated riders' representative), and once decisions were made by the referee, they were final.<sup>29</sup> Officials' duties were also covered. Back up officials were to be present at all race dates (which implies that previous "no-shows" had hampered the program) and each official was recognized as having authority for their own area of expertise. In other words,

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<sup>28</sup>"Make Final Bike Plans for Opening of Season Tomorrow," San Jose Mercury Herald, 27 April 1938, 21.

<sup>29</sup>"Cycle Rules," San Jose Mercury Herald, 29 April 1938, 21.

overt disagreements between officials would not be tolerated any more than between riders and officials.<sup>30</sup>

Riders had to register several days prior to a race. Registering an intent to race was regarded by management as a contract of sorts; riders who did not show up were subject to suspension.<sup>31</sup> Narrators could not recall if there was an entry fee to be paid by riders; the general consensus was that riders, if properly registered, competed free of charge.<sup>32</sup>

Riders were also expected to be good ambassadors for bicycle racing and for the Burbank Velodrome. Fans requesting autographs or wanting to talk with riders were to be treated courteously at all times.<sup>33</sup>

Dewey Maxwell assigned team race partners the first two years for riders. Ostensibly, this was to equalize

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<sup>30</sup>"Cycle Rules," San Jose Mercury Herald, 30 April 1938, 17.

<sup>31</sup>Anonymous, "Rules and Regulations Governing All Cycling, Programs and Events Conducted at the Garden City Velodrome During the 1939 Season," San Jose Historical Museum archives.

<sup>32</sup>Antone Chimenti, interview with author, 18 January 1994; Murphy Sabatino, interview with author, 19 January 1994; Joe Colla, interview with author, 6 January 1994.

<sup>33</sup>Anonymous, "Rules and Regulations Governing All Cycling, Programs and Events Conducted at the Garden City Velodrome During the 1939 Season," San Jose Historical Museum archives.

competition and make the races more exciting for fans. In practice, riders began to chafe at the forced pairings. The riders were finally allowed to choose their own partners in 1938. This was attributed to the intervention of Norman Hill, a retired six-day rider from San Jose.<sup>34</sup> Joe Colla also commented that by the end of 1937 riders were expressing their displeasure at not being able to choose their own teammates by refusing to ride their best in the team races.<sup>35</sup>

Betting was originally felt by the author to be an underlying factor in Maxwell's desire to equalize the competition in the team races. Narrators had no knowledge of overt betting at the Burbank Velodrome. Undoubtedly friendly wagering among some fans took place, and the narrators felt this to be the case,<sup>36</sup> but there is no evidence of organized betting activity.

In addition to the riders and promoters, the Burbank Velodrome and its activities were affected by officials, sportswriters, coaches, and other support personnel. Most

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<sup>34</sup>"Bike Riders are Rated for Season," San Jose Mercury Herald, 6 April 1938, 19.

<sup>35</sup>Joe Colla, interview with author, 6 January 1994.

<sup>36</sup>Antone Chimenti, interview with author, 18 January 1994; Joe Colla, interview with author, 6 January 1994; Murphy Sabatino, 19 January 1994.

of the officials who worked at the track were former racers. Many of them had illustrious cycling careers and were well-known to the cycling fan of the day. Clyde Arbuckle, 1921 California State Champion, was the head referee 1936, 1937, 1938, and 1939. Arbuckle often traded hours at work, losing his own pay, to officiate at the velodrome. Officials were not paid for their services.<sup>37</sup> Other officials with cycling backgrounds include Charles Barclay (1923 United States amateur champion),<sup>38</sup> Joe Desimone (turn of the century San Jose cyclist and bicycle shop owner),<sup>39</sup> Walter Hammitt (who was also 1939 Amateur Bicycle League of America representative for Northern California),<sup>40</sup> Carl Showalter

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<sup>37</sup>Clyde Arbuckle, interview with author, 4 January 1994.

<sup>38</sup>"Local Wheelmen Will Hold Team Tryouts Sunday," San Jose Mercury Herald, 27 August 1925, 19.

<sup>39</sup>"Bike Program Mapped Out," San Jose Mercury Herald, 30 June 1941, 6; "Cycling Returns to Burbank's Velodrome Under New Leaders," San Jose Mercury Herald, 2 July 1941, 14; "Bike Opener Plans All Set for Tomorrow," San Jose Mercury Herald, 2 May 1940, 19; "Name Arbuckle, Desimone to Act as Bike Race Officials," San Jose Mercury Herald, 2 May 1938, 19; "Clyde Arbuckle Named Bike Track 'Ref;' Opening May 26," San Jose Mercury Herald, 14 May 1939, 22.

<sup>40</sup>Joe Custer, "The Line Up," San Jose Mercury Herald, 18 January 1937, 10; "Name Arbuckle, Desimone to Act as Bike Race Officials," San Jose Mercury Herald, 2 May 1938, 19; "A.B.L. of A. Bike Tryouts Set for S.F. This Sunday," San Jose Mercury Herald, 21 July 1939, 16; "Colla, Gatto and Perez Enter State Bicycle Championships," San Jose Mercury Herald, 24 July 1941, 8; "Cyclists Try Out Velodrome for  
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(another long-time Garden City Wheelmen member),<sup>41</sup> and Otto Ziegler (who was working as a chiropractor in Oakland after his 1890s cycling career).<sup>42</sup>

Writers from the two San Jose newspapers, the San Jose Mercury Herald and San Jose Evening News were regular faces at the velodrome. John Callahan and Stub Stollery of the Herald and Bill Feist of the News were even amiable enough to agree to special match races with the honor of their respective papers riding with them.<sup>43</sup> Stub Stollery was soundly defeated by Feist in September of 1939.<sup>44</sup> John Callahan attempted to salvage the Mercury's reputation in

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<sup>40</sup>(...continued)  
Trial Spins Again Today," San Jose Mercury Herald, 22 March 1936, 29.

<sup>41</sup>"Clyde Arbuckle Named Bike Track 'Ref;' Opening May 26," San Jose Mercury Herald, 14 May 1939, 22; "Cycling Returns to Burbank's Velodrome Under New Leaders," San Jose Mercury Herald, 2 July 1941, 14; "Burbank Velodrome to Open Under Bicycle Dealers' Management," San Jose Mercury Herald, 15 June 1941, 13.

<sup>42</sup>"Ziegler Accepts Local Invitation," San Jose Mercury Herald, 19 April 1935, 24; Joe Custer, "Joe E. Brown, Otto Ziegler Sought as Officials for Velodrome Opening," San Jose Mercury Herald, 9 April 1936, 16.

<sup>43</sup>"Dornsife, Sammy Rinella Will Ride for Mercury," San Jose Mercury Herald, 9 July 1940, 8.

<sup>44</sup>"200 Newspaper Carriers Feted at Burbank Velodrome Tonight," San Jose Mercury Herald, 11 August 1939; John Callahan, "Three Sensational Spills are Highlights of Final Bicycle Race; Echeverria-Dornsife Win," San Jose Mercury Herald, 8 September 1939, 18.



July of 1940. Callahan humorously wrote of his loss saying "Feist defeated a much-winded Mercury Herald representative by a gracious two lengths."<sup>45</sup> Feist was considered a friend by many riders<sup>46</sup> and actually became the Northern California representative for the National Cycling Association in 1940.<sup>47</sup>

There were some interesting spillovers from other sports as Eddie Saunders and Hal Moore both served stints as race announcer at the Burbank Velodrome. Eddie Saunders was the talented sports impresario who promoted six-day racing in San Francisco and Oakland,<sup>48</sup> boxing matches in San Jose,<sup>49</sup> midget auto races in San Francisco,<sup>50</sup> and was slated to manage a new ice rink in San Jose prior to World War II.<sup>51</sup>

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<sup>45</sup>John Callahan, "Rinella, Dornsife Ride to Bike Win," San Jose Mercury Herald, 13 July 1940, 14.

<sup>46</sup>Antone Chimenti, interview with author, 18 January 1994.

<sup>47</sup>"Thyle Resigns Bike Post; Feist is Named Successor," San Jose Mercury Herald, 6 August 1940, 16.

<sup>48</sup>"O'Brien Favored in Six-Day Race," San Jose Mercury Herald, 19 May 1935, 22; "Teams Named for 6-Day Bike Race," San Jose Mercury Herald, 4 June 1935, 10.

<sup>49</sup>Joe Custer, "About Eddie Saunders, Promoter," San Jose Mercury Herald, 19 July 1936, 22.

<sup>50</sup>"Eddie Saunders to Manage New Ice Rink Here," San Jose Mercury Herald, 4 April 1941, 13.

<sup>51</sup>Ibid.

Saunders was an announcer at the Burbank Velodrome in 1936.<sup>52</sup> Hal Moore was another colorful race announcer. Hal Moore probably had a good reason to donate some time and energy to the velodrome. He was promoter for the wrestling matches in 1939 and managed to talk Banderob and the velodrome board of directors into moving the bicycle races from Wednesday to Friday nights so there would be no overlap between the two events. Moore's days as a wrestling promoter were limited, and in 1940 he worked as the announcer at the velodrome.<sup>53</sup>

Riders were usually coached by former riders active in their cycling clubs. Jack Hennessy and Walter Soares of San Francisco were coached by Jack's father, Frank "Pop" Hennessy.<sup>54</sup> Henry O'Brien, an active six-day racer who spent his off-season time training in San Jose, also spent a lot of time with young San Jose track racers.<sup>55</sup>

The very first race at the Burbank Velodrome was Sunday, May 3, 1936 accompanied by lots of fanfare and media

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<sup>52</sup>Joe Custer, "Rain Holds Bike Race Over to Friday Night," San Jose Mercury Herald, 9 July 1936, 18.

<sup>53</sup>"Bike Riders in Preview Sunday," San Jose Mercury Herald, 25 April 1940, 14.

<sup>54</sup>"Dornsife-Hempler Out After 2nd Win; 8 Events Tonight," San Jose Mercury Herald, 29 June 1938, 15.

<sup>55</sup>Joe Colla, interview with author, 6 January 1994.

coverage.<sup>56</sup> The last uneventful race day was Friday, September 12, 1941.<sup>57</sup> Interspersed with the cycling activity were a few other events. There was one boxing match on May 7, 1936 held on the velodrome infield.<sup>58</sup> Regular motorcycle races were held in 1936 and 1937, but complaints from the neighbors about the noise brought an end to that activity.<sup>59</sup> The riders also complained about the motorcycle races because the track surface was so badly torn up.<sup>60</sup> There was also one horse show held on the infield June 13, 1937.<sup>61</sup>

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<sup>56</sup>"3 Thousand See Bike Workouts," San Jose Mercury Herald, 27 April 1936, p. 10.

<sup>57</sup>Fred Merrick, "Rinella-Vitale Win; Bike Season Closes," San Jose Mercury Herald, 13 September 1941.

<sup>58</sup>"Outdoor Boxing Show at Velodrome Tonight," San Jose Mercury Herald, 7 May 1936, 18.

<sup>59</sup>"Motorcycle Race Opener Tonight," San Jose Mercury Herald, 5 August 1937, 18; "Stub Stollery, "Putt-putts Disturb Burbank," San Jose Mercury Herald, 2 September 1937, 18; Stub Stollery, "Move Planned to Demolish Local Bike Track," San Jose Mercury Herald, 16 January 1939, 6.

<sup>60</sup>Joe Colla, interview with author, 6 January 1994; Antone Chimenti, 18 January 1994.

<sup>61</sup>"Miles Sprinz, "Bike Aces Training for Races," San Jose Mercury Herald, 13 June 1937, 28.

## CHAPTER 7

### THE BURBANK VELODROME IN CONTEXT

The Burbank Velodrome occupied a unique place in cycling history in California, if not perhaps the whole United States. It seems clear that by the late 1930s amateur bicycle track racing was nearly nonexistent. There are so many repeated references to San Jose being the only active velodrome West of Chicago or in the United States that even if the Burbank was not the only active track by 1939, it was clearly one of very few.<sup>1</sup>

The velodrome in San Jose was an anomaly for cycling governing bodies also. The Burbank Velodrome did not fit a neat category within either the Amateur Bicycle League of America nor the National Cycling Association. Because admission was charged to races, and because the racers had aspirations of professional careers, the Burbank Velodrome initially allied itself with the N.C.A. When the San Jose school board, via school superintendent Walter Bachrodt, questioned the growing commercialism of the operations, management changed, and so did the sanctioning with a clear

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<sup>1</sup>"Pineboards in Inaugural Tonight," San Jose Mercury Herald, 3 May 1940, 16; "Cyclists Draw Record Crowds," San Jose Mercury Herald, 27 June 1940, 17.

move toward amateurism.<sup>2</sup> This is somewhat ironic as, according to Joe Colla, the greatest contribution of the Burbank Velodrome to San Jose was not that it was a place to race bicycles, but that it helped to keep the youth of San Jose "off the street."<sup>3</sup>

The Burbank Velodrome was not the only sport in San Jose affected by the school board's predisposition toward non-profit sport. Another piece of landbanked property was being used for baseball games.<sup>4</sup>

Bachrodt's insistence on strict amateurism and establishment of a new board of directors for the velodrome may have ultimately spelled its end. News coverage began to steadily decrease with the new management in 1939 until by 1941 there was scant coverage of the bicycle races and results. Race results for 1941 are often incomplete or were just not published at all. This is probably a combination of lack of interest on the part of the media and a failure on the part of management to either make the sportswriters welcome at the velodrome, and, in lieu of that, provide

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<sup>2</sup>Louis Duino, "Sports Notebook," San Jose Mercury Herald, 18 April 1939, 15.

<sup>3</sup>Joe Colla, interview with author, 6 January 1994.

<sup>4</sup>John Callahan, "Burbank Velodrome Not to be Closed; Recreation Dept. May Control Bicycle Track," San Jose Mercury Herald, 15 April 1939, 14.

copies of the results to the sports editor to be printed. The 1941 national boardtrack championships for amateurs held in August in San Jose created hardly a ripple in the pantheon of Garden City sporting activity.

The 1941 season, under the guidance of local bicycle dealers did not start until July; racing season had traditionally begun the first week of May. With declining interest on the part of promoters and the general public, it seems likely that the Burbank Velodrome may have folded whether World War II intervened or not.

Interest in other sports was growing as well. Baseball received an increasing amount of coverage in San Jose from the mid-1930s when the Burbank Velodrome opened through 1941. The convergence of both bicycle racing and baseball on spring and summer may have been one more deterrent to the continued success of the velodrome. There are two conspicuous notations in the newspaper that lend credence to the encroachment of other sports on the continued success of the Burbank Velodrome. The first was in 1939 when the bicycle race night was changed from Wednesday to Friday to accommodate wrestling matches held on Wednesdays.<sup>5</sup> The

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<sup>5</sup>"Bike Races to Resume May 26; Board Appoints Temporary Track Officials," San Jose Mercury Herald, 9 May 1939, 8; "Bike Riders Take Test Trial Tonight," San Jose Mercury Herald, 22 May 1939, 7.

second was in 1939 when the bicycle racing season was ended early so as not to interfere with the start of the fall football season.<sup>6</sup>

San Jose was growing up, and as the populace diversified their sport interest, bicycling fell to the wayside. World War II provided the death blow to cycling however. Many of the young cyclists fought in the war.<sup>7</sup> The school district took advantage of their absence to tear down the velodrome in 1942 and built Lincoln High School which still occupies the old velodrome site. Some of the former racers claim that the bleachers at Lincoln High School were originally the grandstand from the Burbank Velodrome.<sup>8</sup> School officials with Lincoln High School and the San Jose Unified School District could neither confirm nor deny this report. In addition to the absent riders, bicycling was also affected by the rubber shortage caused by the war.<sup>9</sup>

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<sup>6</sup>"Five-Man Bike Track Board to Remain on Jobs Next Year," San Jose Mercury Herald, 5 September 1939, 14.

<sup>7</sup>Antone Chimenti, personal collection of scrapbooks and photographs.

<sup>8</sup>Joe Colla, interview with author, 6 January 1994; Antone Chimenti, interview with author, 18 January 1994.

<sup>9</sup>"Rubber Shortage May Affect Many Sports," San Jose Mercury Herald, 8 January 1942, 13.

By July of 1942, the Burbank Velodrome was gone.<sup>10</sup> Dick Anderson wrote a plea on behalf of himself and other senior riders at the velodrome that same month: "Being in the U.S. navy for the duration of the war I had hopes of riding on the pine boards after the war is over. News of this great mistake on the part of the school department has traveled to many parts of the world to the boys who rode the track its last season. All of us think it's a rotten shame since we helped build the track ourselves."<sup>11</sup> The letter was signed by Anderson, Martin Kenny, Jack Hennessy, and Charles Dornsife who were with the U.S. Navy and Otto Kuhl with the U.S. Air Force.

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<sup>10</sup>"Notes From the Notebook," San Jose Mercury Herald, 28 July 1942, 6.

<sup>11</sup>Louis Duino, "Sports Notebook," San Jose Mercury Herald, 25 July 1942, 12.



## SUMMARY

The purpose of this study was to compile, organize, and preserve information about cycling activities at the Burbank Velodrome. Copies of the study are being provided to the Hellyer Park Velodrome Association and the San Jose Historical Museum. It became apparent during the research that much of the information on San Jose's cycling history resides not in local libraries and museums, but in the scrapbooks and memories of former racers and fans. Newspaper accounts pinpoint dates for events and provide a good record of racing results, but fail to tell the whole story.

The significance of the eyewitnesses perspectives was best illustrated with Dewey Maxwell. Maxwell was forced to resign his management position at the Burbank Velodrome by Walter Bachrodt on behalf of the San Jose school district. A perusal of just the newspaper accounts would leave the reader with the impression that not only were the riders and Maxwell having disagreements which resulted in Maxwell's removal, but that the problems were so severe that Maxwell and the riders would probably never want to deal with each other again. Antone Chimenti's scrapbooks have a series of photographs taken at a 1972 reunion of racers and bicycle folk from the 1930s and 1940s. Dewey Maxwell was in several

pictures which prompted a discussion with Chimenti about the accuracy of the earlier newspaper accounts. Chimenti felt that the newspaper writers were always looking for an angle to create interest in their stories and the bicycle races. The reality seems to be that the newspaper accounts report the kernel of truth--the events, but embroider the emotions or strength of participants' feelings to grab the reader's interest.

The Burbank Velodrome was built for the youth of San Jose, ostensibly to keep them off the street and provide a safe place to ride their bicycles. It seems to have partly failed in this goal because while there may have been, as Joe Colla reports, up to 400 riders occasionally utilizing the velodrome, only a small group of about three to four dozen raced there regularly.

Races at the Burbank Velodrome provided entertainment; through those races thousands more fans' lives were influenced than the youths' the track purported to cater to. For the riders who raced there enough to make friends with other riders, though, the races at the velodrome made a profound difference in their lives. The bonding between the riders, and their girlfriends, and later wives, such as the women's auxiliary and group social activities, was to serve as a base for life-long friendships. As stated earlier in

this study, many former racers still maintain these friendships. This is the true legacy of the Burbank Velodrome.

San Jose's current velodrome at Hellyer Park has a summer racing program with several dozen regular riders. It is doubtful though whether these racers, in 40 years' time, will be partying together, or still sending each other Christmas cards after 60 years because they do not share the strong social ties away from the velodrome that the racers of the Burbank Velodrome did.

The Burbank Velodrome experience was not unique; former riders from San Jose's earlier velodromes shared apparently strong social ties. The experiences at the Burbank Velodrome, however, signaled the end of an era. The advent of World War II, the growth in interest in other sports such as football, basketball and baseball, growing reliance on the automobile, and the acceptance of television into homes changed the social landscape. The experiences and memories shared by riders and fans of San Jose's golden bicycle racing days ended when the Burbank Velodrome was torn down and those experiences probably will not be repeated.

The goal of future research should be to continue the process of preservation. An ideal situation would be the establishment of a San Jose cycling museum or archive where

local scrapbook collections and photographs can be maintained. The San Jose Historical Museum has limited resources for preservation of all the documents donated, and some of the cycling scrapbooks posited there are now deteriorating.

San Jose remained as a lone outpost for cycling activity in the western part of the United States through the 1930s and this sporting legacy is worthy of more attention than it has received. The cycling heritage of San Jose is over 100 years old; as long as the history of the modern bicycle. It is a heritage that should be preserved and remembered.

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- . "Showdown Threatens Bike Racing." San Jose Mercury Herald, 5 April 1939, 18.
- . "Stub's Sports Shelf." San Jose Mercury Herald, 18 April 1939, 15.
- . "Bike Opener Finds Star in Echeverria." San Jose Mercury Herald, 27 May 1939, 14.
- . "Yep, They Did it Again! Hennessy, Echeverria Win Second Bike Program." San Jose Mercury Herald, 3 June 1939, 14.
- . "Who Won Bike Races? You Guess - Yep, It Was Hennessy-Echeverria Again." San Jose Mercury Herald, 10 June 1939, 14.
- . "Bikemen Reach New Agreement." San Jose Mercury Herald, 14 June 1939, 16.

- . "Hennessy, Echeverria Bust Two Records, Thwart Game Bid by Rinella, Valerga." San Jose Mercury Herald, 17 June 1939, 16.
  - . "S.J. Voted Olympic Bike Trials." San Jose Mercury Herald, 24 June 1939, 16.
  - . "Perez, Gatto Shatter Long Win Streak at Velodrome." San Jose Mercury Herald, 1 July 1939, 10.
  - . "Pass Up National Bike Trials Here; Valerga Breaks Record; Hennessy, Echeverria Win 7th." San Jose Mercury Herald, 22 July 1939.
  - . "Valerga, Rinella in Bike Split." San Jose Mercury Herald, 29 July 1939, 14.
  - . "Rinella, Valerga Win Bike Race in Barrage of Spills, Thrills and Lap Stealing." San Jose Mercury Herald, 8 August 1939, 14.
  - . "Hennessy, Echeverria Score 8th Bike Win." San Jose Mercury Herald, 12 August 1939, 8.
  - . "Closest Bike Race of Year Won by Colla-Stauffacher." San Jose Mercury Herald, 29 June 1940, 14.
  - . "A Bit of an Upset-Perez and Hall Steal Lap to Spoil Dornsife, Rinella Monopoly." San Jose Mercury Herald, 27 July 1940, 14.
- Taylor, Marshall W. The Fastest Bicycle Rider in the World: The Story of a Colored Boy's Indomitable Courage and Success Against Great Odds. Freeport, NY: Books for Libraries Press, 1971.
- "Team Race Tops Bike Program at Burbank Tonight." San Jose Mercury Herald, 24 June 1936, 18.
  - "Teams Named for 6-Day Bike Race." San Jose Mercury Herald, 4 June 1935, 10.
  - "Thyle Resigns Bike Post; Feist is Named Successor." San Jose Mercury Herald, 6 August 1940, 9.
  - "Track at Standstill." San Jose Mercury Herald, 22 January 1935, 12-13.



"Two Programs for Bikemen This Week." San Jose Mercury Herald, 16 August 1938, 11.

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"Valerga, Rinella Seek 3rd Straight." San Jose Mercury Herald, 8 August 1939, 6.

Vasquez, Harriet. Telephone conversation. 24 January 1994.

"Velodrome Mark Lowered by Two Local Amateurs." San Jose Mercury Herald, 13 April 1936, 12.

"Velodrome Opens Today with Bike Race Program." San Jose Mercury Herald, 3 May 1936, 29.

"Velodrome Race Wide Open Tonight." San Jose Mercury Herald, 17 August 1938, 14.

"Velodrome Record Lowered Again by Local Bike Stars." San Jose Mercury Herald, 20 April 1936.

"Velodrome Set For 1st Races." San Jose Mercury Herald, 9 May 1937, 28.

"Velodrome Star." San Jose Mercury Herald, 27 June 1937, 24.

"Velodrome Will have 12 Events Program Sunday." San Jose Mercury Herald, 7 May 1936, 18.

"Wheelmen to Hold Meeting Tonight." San Jose Mercury Herald, 6 May 1937, 17.

"Ziegler Accepts Local Invitation." San Jose Mercury Herald, 19 April 1936, 24.

APPENDIX A  
SAMPLE INTERVIEW QUESTIONS AND CONSENT FORM

The following are questions supplied to narrators prior to the actual interview and used during the interviews. Follow-up questions specific to each narrator were posed during the course of the interview.

1. When did you first become interested in cycling?  
(When did you get your first bike and how was it purchased?)
2. How and when did you become interested in racing?  
Did you have a mentor or trainer? Did you train with a particular group of individuals or a club?  
Did you join a club? Did you have a sponsor?
3. What kind of races did you enjoy most? Do best in? Where did you race in addition to San Jose?  
Where did you race in San Jose before and/or after the Burbank Velodrome?
4. What kind of prize money did you win? Was it difficult to keep racing (from a financial standpoint)? Did you have a job?
5. If you rode any team races (such as a madison), did you get to select your teammate? If not, by whom and how was the decision made?

6. How did you feel about your fellow racers? Were they just "racing friends" or did you socialize with them off the bike? Did you maintain contact with many of them after World War II?
7. What races, meets or events most stand out in your mind?
8. What did you do during and after the war?
9. Do you have any current interests or involvements with cycling?
10. Is there anything about your bicycle racing career, especially during the 1935-1941 period that I did not ask about that you would like to share with me?

Consent Form  
Agreement to Participate in Research

Responsible Investigator: Tracy A. Delphia  
Title of Research Project: A History of Bicycle Track Racing in San Jose/The Burbank  
Velodrome Years: 1935-1941  
Subject's Name: \_\_\_\_\_

This consent form is required by the Human Subjects Institutional Review Board at San Jose State University before I can interview you about your bicycle racing experiences. A copy of questions and topics we will discuss has been provided prior to this interview, and a copy is attached if you'd like to review it before signing this form.

You should understand that your participation is voluntary and that choosing not to participate in this study or in any part of this study, will not affect your relations with San Jose State University. If you wish to end the interview at any time you may do so. Any interviews we conduct will be tape recorded so that I can later review the information you have shared with me. **Information you give me during the interview will not be confidential.** You may be quoted or cited as a source of information in my final thesis.

If you have any questions, you may contact me at home (408-226-2948). Should you have any complaints about the research, feel free to contact the chairperson of the Department of Human Performance at San Jose State University, James Bryant, Ph.D. (408-924-3012). If you have questions or complaints about research subject's rights, please contact Serena Stanford, Ph.D., Associate Academic Vice President for Graduate Studies and Research, at (408) 924-2480.

Your signature on this consent form gives me permission to publish information obtained during our interview(s). You are also formally agreeing that your consent is voluntarily given. You may still withdraw from this research project or end an interview early if you choose, although information given up to that point may be used in my research project. You will be provided with a copy of this Consent Form for your records.

\_\_\_\_\_  
Subject's Signature

\_\_\_\_\_  
Investigator's Signature

The signature of a subject on this document indicates agreement to participate in the study. The signature of a researcher on this document indicates agreement to include the above named subject in the research and attestation that the subject has been fully informed of his or her rights.

## APPENDIX B

## OUTLINES OF TAPED INTERVIEWS

Clyde Arbuckle, January 4, 1994

- 0 - 5 min. Garden City Wheelmen scrapbooks, banner at San Jose Historical Museum; officiating at Burbank Velodrome; paid someone else to work regular job on race nights; donating referee time; general information on obtaining documents for museum while city historian
- 6 - 10 min. married 1932; "still losing arguments to the same woman"; photos of Burbank Velodrome in last scrapbook at San Jose Historical Museum
- 11 - 15 min. Garden City Wheelmen had social members and active members; photos of Ziegler, MacFarland and the Downeys should be at museum; Arbuckle has some photographs, but they are in storage; colors of Garden City Wheelmen were purple and gold; Two kinds of club sweaters, road and track; only fixed gears on bikes then; Arbuckle won state championship (looking at photos and clippings saved by his mother)
- 16 - 20 min. Arbuckle raced 1917-1926; Frank Kramer his hero; first velodrome at Agriculture Park (later called Hanchett Park when developed); later racing at Auditorium Rink; called "Kid" Arbuckle
- 21 - 25 min. Has son and daughter; former riders now living in San Jose: Joe Colla and Murphy Sabatino; Dornsife in southern California and had a string of bakeries; Otto Kuhl decorated in WWII; story about Percy Smith losing his temper and punching a spectator at a race at the Burbank Velodrome; mention of Tony Vallergera
- 26 - 30 min. Jack Hennessy an outstanding rider and Arbuckle liked his bicycle equipment; Agriculture Park converted to Hanchett Park residential area about 1901; Hanchett Park road race course

- 31 - 35 min. Worked his regular job 1 to 10 p.m. with an hour off for lunch; paid someone else to work for him so he could officiate at Burbank Velodrome; wages of \$115.54; Jack Prince built velodromes all across the country in the 1930s (including Burbank Velodrome); the Burbank Velodrome had a 45 degree banking on the turns; there was a 1919 velodrome at 12th and Market in San Francisco
- 36 - 40 min. Bachrodt landbanked property in San Jose for future schools; Joe Colla had a heart murmur
- 41 - 45 min. Discussion of amateur and professional status
- 46 - 50 min. Only one racer that Arbuckle ever knew to be dishonest (not at Burbank Velodrome); story of road trip to Los Angeles and Arbuckle's lost wheels; Orchard road course
- 51 - 55 min. Arbuckle had a 14 mile newspaper delivery route; description of Kelly handlebars which cost 50 cents (loaf of bread was 10 cents); Berryessa course (about five miles); Joe Desimone a time keeper
- 56 - 60 min. Distance riders had newspaper routes 14-30 miles per day; San Francisco had six-day races; Arbuckle's last ride with Norman Hill

Antone Chimenti, January 18, 1994

- 0 - 5 min. Not the best rider, but the most interested in keeping the group together; helped restart Garden City Wheelmen 10-15 years ago; Garden City Wheelmen trophies, etc. stored in a warehouse with San Jose Museum; San Jose Velodrome was Murphy's [Sabatino] track; Red Berti's accident started movement for track where riders could train safely; Red was a friend; pallbearer for Henry O'Brien; Bobby Echeverria shies away from talking to people - never attended any reunions; Gene Echeverria in Santa Cruz area
- 6 - 10 min. [Looking at scrapbook]; Burbank district was in San Jose city limits; Chimenti never raced beyond the B class; became trainer to Kuhl and Percy Smith; talks to Smith once a month; "volatile" is an appropriate word for Smith - now very mellow; Harriet O'Brien's last name is now Vasquez - has address and phone number; there were cliques among riders but never any serious enemies;
- 11 - 15 min. Bill Feist used to ride with the guys; Chimenti worked with Postal Telegraph; most riders had jobs with bicycles delivering for drugstores, etc.; lots of bicycle delivery jobs in those days; track open every day; the cyclists were a "very close-knit group;" women's auxiliary for baby showers, etc; socialization away from the track was part of the fun
- 16 - 20 min. Can not remember if auxiliary started before or after World War II; San Jose velodrome open about four years; Chimenti helped pick places there [officiate]; Chimenti instrumental in organizing the 1972 reunion; there also used to be an annual dinner dance; Jackie Gilbert official mascot; her father one of the officials; trained and hung around with the guys; "a sweet little girl"
- 21 - 25 min. Steve Halton in Sacramento where he still rides and races (Davis Double); Chimenti Italian; Italians mentored each other;

splinters were real bad at the track; had one as big as a pencil; table on infield and always someone there having slivers taken out; motorcycles ruined the track surface;

26 - 30 min. Big crowds at the races all the time; Joe Desimone originally kept the Garden City Wheelmen stuff and then given to the city (museum); end of taped portion of interview



Joe Colla, January 6, 1994

- 0 - 5 min. Track got kids off the street; had 13 brothers; oldest 1928-1932 cyclist (John); John took him to six-day race in San Francisco at Dreamland and Joe Colla became fascinated with cycling
- 6 - 10 min. "San Jose always a hotbed of cycling;" O'Brien in '28, '32, '36 Olympics and friend of John and Joe; camaraderie different among cyclists than any other sport - great friends usually, but enemies when competing ("natural"); Red Berti's crash; auto age coming into existence; started track after Berti's crash; personal background from unfinished memoirs; 1928 childhood illness
- 11 - 15 min. Had chorea (nervous disorder), associated with rheumatic fever; bedridden for 1 year; took 1 tsp. 3 times/day of Fowler's solution (arsenic); began to get better; knew from doctor and reading literature had to do something to strengthen himself; has no reflexes now as result of disease - not taken into army because of it; only one of the 14 boys to go to college
- 16 - 20 min. Charles Barclay, Red Berti, Bill Kramer all national champions from San Jose; Colla felt the net affects critical - what the velodrome did for the kids (by keeping them off the street); Risley a civil engineer; velodrome built on landbanked property; track grandstands now at Lincoln; Eucalyptus trees now where the well was; John Spalding an investigative reporter who wrote on old-time San Jose baseball history and once told Colla he was going to do cycling; "had a junky clunker bicycle;" used to hang out at Maxwell's cyclery;
- 21 - 25 min. Had two paper routes and bought a racing bike from Fred Hempler; built track of 2" x 2" pine wood; 58-60 degree turns and 30 degree straightaways; modeled after track in Nutley, NJ; Chicago and Coney Island other tracks of the time; nailed in only about 1 inch (so as

to not expose nail surface); rode the first three feet when built on his clunker; by time track was six feet wide had a racing bike; did not take friends when sneaking on to track (did not want them to learn his racing secrets); learned not to overlap wheels on a Red Berti ride to Niles Canyon when Colla crashed; other riders then tried to talk his father into keeping Colla off the bike (considered him dangerous) which only motivated him more

- 26 - 30 min. Took the San Francisco Chronicle country route; woke up 4 a.m.; subscribed to English cycling magazine; joined N.C.A. because interested in boardtrack racing; had country route for one year while track being built; of all accidents at track, only one collarbone broken; nobody allowed to ride in adverse conditions; practiced riding the pole positions because less distance to ride; studied centrifugal force
- 31 - 35 min. Studied best strategies for racing and how to get power while riding; [looking at scrapbooks]; track photographer (dead now, can not remember name); worked as a delivery boy for a pharmacy; Heine Dietz, Murphy Sabatino riders
- 36 - 40 min. Percy Smith, very wealthy now, became a CPA; reunion years ago which Colla couldn't attend (hospitalized); trained Nick Maggi; Colla trainer after racing career; Rondoni became a master mechanic; Leo Perez in Los Angeles; Seniors, Class A, Juniors, Class B; promoter tried to set the teams at first to get equality; story about year he won all-around track championship; Gene Echeverria local now, but sick;
- 41 - 45 min. Story about Rinella, Colla beating him in sprint; 1940 world's fair in San Francisco and built a bicycle track; all the big names to race there and they trained at Burbank; when O'Brien was home he trained Colla; Arnold Schwinn through Carl Showalter (dealer) made Colla a bike every year; girl

races - didn't train with the guys, had their own sessions; Baron (Bob) Stauffacher Colla's "dearest friend;" won lots together

- 46 - 50 min. Gatto brothers; had bike shop and trained by themselves; Gus became a national champion; "San Jose was predominantly Italian in those days" - "better than 50 per cent of the population;" met wife at track; father did not know Colla was riding until attended a race with a friend and saw his son; Colla crashed and totaled a special new Schwinn bike that night
- 51 - 55 min. 27 m.p.h. in team race; sprints every eight laps; Colla a top athlete; amateurs could only get merchandise; discussion of Olympic trial certification and N.C.A. and A.B.L.A.
- 56 - 60 min. Stands were packed every week; Tony Vallergera and Murphy Sabatino story; car going about 60 m.p.h.; Colla raced after Burbank Velodrome torn down; later represented Hutchings bicycles
- 61 - 65 min. Political career; on Grand Jury

## APPENDIX C

## RACE DATES AND RESULTS AT THE BURBANK VELODROME

This appendix of known race dates is prepared with all known spelling errors corrected and first names supplied when known for the racers listed. Times, points accrued, and other data pertinent to a race win are listed when available for the first place finisher.

Sunday, March 15, 1936<sup>1</sup>

Velodrome opens to riders for the first time for training.<sup>2</sup>

Sunday, March 22, 1936<sup>3</sup>

Training races held. A track record was to be established (a "baseline" record for future record attempts) but that was cancelled due to heavy winds.<sup>4</sup>

Sunday, April 12, 1936<sup>5</sup>

A track record of 13.1 seconds set by Clyde Coulson and Pete Pontier (tie) during training races.

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<sup>1</sup>"Finishing Touches for Local Velodrome," San Jose Mercury Herald, 14 March 1936, 16.

<sup>2</sup>"Cyclists to Try Velodrome Board Oval Again on Sunday," San Jose Mercury Herald, 19 March 1936, 19.

<sup>3</sup>Ibid.

<sup>4</sup>"Cyclists to Try Velodrome Board Oval Again on Sunday," San Jose Mercury Herald, 22 March 1936, 20; "S.J. Rider Second in Bicycle Race," San Jose Mercury Herald, 23 March 1936, 12.

<sup>5</sup>"Velodrome Mark Lowered by Two Local Amateurs," San Jose Mercury Herald, 13 April 1936, 12.

Sunday, April 19, 1936<sup>6</sup>

The track record lowered during training races by Clyde Coulson, Pete Pontier and Louie Rondoni (tie) to 13 seconds flat.

4-Lap Match Race for Juveniles<sup>7</sup>

1. Billy Arteria
2. Harold Hershey

1-Lap Paced Race

1. Clyde Coulson
2. Louie Rondoni
3. Pete Pontier

Exhibition Team Race (15-Minutes)

1. Fred Hempler/Gene Echeverria
2. Drury Lane/Martin Deras
3. Mel Silvera/Sam Rinella
4. Arnold Kanitz/Cy Yochem

Sunday, April 26, 1936<sup>8</sup>

This is the last series of training races before the official track opening.

One-Lap Time Trial

1. Cy Yochem, 13.0 seconds
2. Mel Silvera,  
Pete Pontier  
Anthony Zulim

Miss-and-Out

1. Mel Silvera

Team Race (15 Minutes)

1. Fred Hempler/Gene Echeverria, 105 points
2. Mel Silvera/Sam Rinella
3. Leland Hall/Louis Rondoni  
Clyde Coulson/Bruce Risley (tie)

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<sup>6</sup>Ibid.

<sup>7</sup>"Velodrome Record Lowered Again by Local Bike Stars," San Jose Mercury Herald, 20 April 1936, 10.

<sup>8</sup>"3 Thousand See Bike Workouts," San Jose Mercury Herald, 27 April 1936, 10.

Sunday, May 3, 1936<sup>9</sup>

Opening ceremonies and first official race at the new velodrome.

Team Race (One-Hour)

1. Martin Deras/Sam Rinella, 60 points + 1 lap
2. Anthony Zulim/Leland Hall
3. Gene Echeverria/Mel Silvera
4. Fred Hempler/Art Gardiner

One-Lap Time Trial

1. Bobby Echeverria, 12.8 seconds
2. Red Berti
3. Arnold Kanitz  
Archie Rasmussen (tie)

One-Mile Novice Race for Amateurs

1. Carroll Poe, 2 minutes, 14 seconds
2. Dick Collet
3. Bert Pardo

Half-Mile Amateur

Heat One

1. William Soares

Heat Two

1. Elmer Hershey

Heat Three

1. Lester Jessen

Final

1. Ken Boyd, 58.4 seconds
2. Earl Holthorf
3. Lester Jessen

Australian Pursuit

1. Bobby Echeverria
2. Red Berti

Golden Brassard (Half-Mile)

1. Archie Rasmussen, 1:35.0
2. Bruce Risley

Comedy Race

1. Tony Salachi
2. Cy Yocum

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<sup>9</sup>"Deras-Rinella Win Opening Feature Race at Velodrome,"  
San Jose Mercury Herald, 4 May 1936, 12.

One-Mile Invitational Amateur

1. Carroll Poe
2. Bob Jones
3. Bob Brown

Two-Mile Open Professional

1. Bobby Echeverria, 5:00.4
2. Arnold Kanitz
3. Bruce Risley
4. Red Berti

Sunday, May 10, 1936<sup>10</sup>

Afternoon racing.

One-Hour Team Race

1. Fred Hempler/Gene Echeverria
2. Anthony Zulim/Mel Silvera
3. Leland Hall/Pete Pontier
4. Sam Rinella/Louis Rondoni

Golden Brassard

1. Arnold Kanitz
2. Archie Rasmussen

One-Mile Open Novice

1. Vincent Mannina
2. Bud Humburg
3. Alfred Taylor

Sixteen-Lap Race

1. Anthony Zulim
2. Fred Hempler
3. Leland Hall

One-Mile Open, Professional

1. Bobby Echeverria
2. Arnold Kanitz
3. Red Berti

Amateur One-Mile HandicapHeat One

1. William Soares

Heat Two

1. Anthony Zulim

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<sup>10</sup>"Bike Feature is Won by Hempler, Echeverria Team,"  
San Jose Mercury Herald, 11 May 1936, 10.

Heat Three

1. Bobby Jones

Finals

1. Fred Hempler, 2:00.4
2. Anthony Zulim
3. Leo Perez

Golden Brassard

1. Arnold Kanitz
2. Archie Rasmussen

Three-Man Team Pursuit

1. Bobby Echeverria/Bob Church/Bruce Risley

Amateur Miss-and-Out

1. Art Gardner
2. Carroll Poe
3. Bob Brown

Sunday, May 17, 1936 (incomplete results)<sup>11</sup>Golden Brassard

1. Arnold Kanitz
2. Red Berti

1/4-Mile (2-lap) Professional Time Trial

1. Bobby Echeverria, 25.8 seconds

Sunday, May 24, 1936<sup>12</sup>Team Race (One-Hour)

1. Martin Deras/Vincent Gatto, 245 points
2. Leland Hall/Mel Silvera
3. Gene Echeverria/Sam Rinella
4. Charles Dornsife/Leo Perez

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<sup>11</sup>"Berti Beaten by Kanitz in Local Velodrome Race,"  
San Jose Mercury Herald, 18 May 1936, 12.

<sup>12</sup>"Deras-Gatto Take Race at Garden City Velodrome,"  
San Jose Mercury Herald, 25 May 1936, 10.



Opening Trials for Junior Quarter-Mile Championship of  
Santa Clara County - Heat Winners

Joe Colla  
Martin Deras  
Cy Yochem  
Art Gardner  
William Soares  
Fred Hempler

Golden Brassard

1. Arnold Kanitz
2. Red Berti

Amateur Half-Mile Handicap

1. Art Gardner

Professional Pursuit Race

1. Bruce Risley

One-Mile Professional Open

1. Bobby Echeverria

Wednesday, June 10, 1936<sup>13</sup>

First night race and races now scheduled for Wednesday evenings instead of Sunday afternoons.

Team Race (One-Hour)

1. Martin Deras/Mel Silvera, 23 miles, 730 points
2. Ed Schroeder/Jack Schroeder
3. Fred Hempler/Sam Rinella
4. Gene Echeverria/Louis Rondoni
5. Red Davison/Walter Kilroy

Girls' Amateur Race, One-Half Mile

1. Alice Borba, 1:19.00
2. Cecelia Silvera
3. Isabel Silvera

Amateur One-Mile Novice Open

1. Tom Gallow, 2:21.00

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<sup>13</sup>"3500 See Night Bike Races Open at Local Track," San Jose Mercury Herald, 11 June 1936, 20-21.

Semi-Final 1/2 Mile County Championship

1. Fred Hempler, 30.8 seconds
2. Art Gardner
3. Walter Soares
4. Cy Yochem

Golden Brassard

1. Arnold Kanitz
2. Bruce Risley

Amateur One-Mile Open

1. Jack Schroeder, 13.04 seconds
2. Walter Kilroy
3. Sam Rinella

Final for 1/4 Mile County Championship

1. Cy Yochem, 31.0 seconds
2. Walter Soares
3. Art Gardner
4. Fred Hempler

Amateur Half-Mile Open

1. Carroll Poe, 1:05.2
2. Lester Jessen
3. Jack Listei

Professional Half-Mile

1. Bobby Echeverria, 1:03.0
2. Steve Wagner
3. Arnold Kanitz

Wednesday, June 17, 1936<sup>14</sup>

Team Race (One-Hour)

1. Fred Hempler/Mel Silvera, 25 miles, 555 points
2. Anthony Zulim/Art Gardner
3. Martin Deras/William Soares
4. Sam Rinella/Vince Gatto
5. Leland Hall, Louis Rondoni
6. Charles Dornsife/Leo Perez

Amateur One-Mile Novice

1. William Oteri, 2:25.0

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<sup>14</sup>Joe Custer, "New Record Set at Bike Track," San Jose Mercury Herald, 18 June 1936, 18.

Santa Clara County 1/3 Mile Amateur Championships, Heat  
Winners

Fred Hempler  
Mel Silvera  
Anthony Zulim  
Art Gardner  
Walter Soares  
Martin Deras  
Leland Hall

Girls' Half-Mile Handicap

1. Harriet O'Brien

Professional Half-Mile Match Race

1. Steve Wagner  
2. Bobby Echeverria

Wednesday, June 24, 1936<sup>15</sup>

One-Hour (Two-Man) Team Race

1. Martin Deras/Louis Rondoni, 24 miles + 1 lap, 610  
points  
2. Anthony Zulim/Gene Echeverria  
3. Sam Rinella/Mel Silvera  
4. Fred Hempler/Vince Gatto  
5. William Soares/Otto Kuhl

Amateur Miss-and-Out

1. Anthony Zulim  
2. Art Gardner  
3. Sam Rinella

Girls' Half-Mile Handicap

1. Edith Corry  
2. Cecilia Silvera  
3. Lucille Rosetti

Match Race, 4 Laps, Professional

1. Arnold Kanitz  
2. Steve Wagner

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<sup>15</sup>"Deras-Rondi Win in Fast Team Race Here," San Jose  
Mercury Herald, 25 June 1936, 16.

Semi-Final, 1/3 Mile County Championships

1. Anthony Zulim
2. Martin Deras
3. Fred Hempler
4. William Soares

Amateur One-Mile Novice

1. Tony Vallergera

Wednesday, July 1, 1936<sup>16</sup>

One-Hour Team Race

1. Gene Echeverria/Martin Deras; 21 Miles, 535 points
2. Fred Hempler/Anthony Zulim
3. Louis Rondoni/Mel Silvera
4. Charles Dornsife/Otto Kuhl
5. Carroll Poe/Al Perry
6. Percy Smith/Earl Burson

Amateur, One-Mile Novice

1. Herman Mogell; 3:36.6

One-Half Mile County ChampionshipHeat Winners:

Fred Hempler  
 Anthony Zulim  
 Cy Yochem  
 Martin Deras  
 Louis Rondoni

Professional Pursuit Race

1. Steve Wagner, 13 laps, 5:12.3

Amateur Miss-and-Out

1. Cy Yochem

Match Race, Professional

1. Bobby Echeverria

Girls' Pursuit Race

1. Elsie Daykin

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<sup>16</sup>Joe Custer, "Echeverria and Deras Capture Team Race Here," San Jose Mercury Herald, 2 July 1936, 18.

Wednesday, July 8, 1936<sup>17</sup>

Race postponed to Friday, July 10, 1936 because of rain.

Team Race (One-Hour)

1. Fred Hempler/Charles Dornsife; 26 miles, 1 lap, 650 points (new one-hour distance record for Burbank Velodrome for the team race)
2. Ed Schroeder/Joe Lett
3. Nick Salerno/Percy Smith
4. Sam Rinella/Elmer Hershey
5. Anthony Zulim/Carroll Poe
6. Louis Rondoni/Leo Perez

Half-Mile County Amateur Championship, Finals

1. Martin Deras; 1:19
2. Fred Hempler
3. Louis Rondoni
4. Cy Yochem

Amateur Miss-and-Out

1. Joe Lett
2. Martin Deras
3. Ed Schroeder

Professional Pursuit Race

1. Bobby Echeverria; 16 laps, 5:11
2. Red Berti

Professional Match Race, 4 Laps

1. Bobby Echeverria

Wednesday, July 15, 1936<sup>18</sup>

Team Race (One-Hour)

1. Fred Hempler/Leo Perez; 24 miles, 510 points
2. Anthony Zulim/Louis Rondoni
3. Ed Schroeder/Joe Lett
4. Mel Silvera/Vince Gatto
5. Sam Rinella/Percy Smith

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<sup>17</sup>Joe Custer, "Rain Holds Bike Race Over to Friday Night," San Jose Mercury Herald, 9 July 1936, 18; Joe Custer, "Hempler-Dornsife in New Bike Record Here," San Jose Mercury Herald, 11 July 1936, 16.

<sup>18</sup>Joe Custer, "Bike Race is Won by Perez and Hempler," San Jose Mercury Herald, 16 July 1936, 18.

6. Charles Dornsife/Otto Kuhl
7. Nick Salerno/Carroll Poe
8. Lester Jessen/Laurence Nardi

#### Three-Fourths Mile

##### Heat One

1. Fred Hempler
2. Sam Rinella

##### Heat Two

1. Martin Deras
2. Ed Schroeder

##### Heat Three

1. Mel Silvera
2. Anthony Zulim

##### Repechage

1. Ed Schroeder
2. Louis Rondoni

#### Professional One-Mile Open

1. George Antrobus
2. Red Berti
3. Bobby Echeverria

#### Amateur Two-Mile Open

1. Fred Hempler
2. Leo Perez
3. Ed Schroeder

#### Professional Pursuit Race (two teams)

1. Steve Wagner/Arnold Kanitz/Red Berti
2. Bobby Echeverria/George Antrobus

Wednesday, July 22, 1936<sup>19</sup>

#### Team Race (One-Hour)

1. Fred Hempler/Louis Rondoni; 25 miles, 645 points
2. Martin Deras/Mel Silvera
3. Ed Schroeder/Anthony Zulim
4. Sam Rinella/Percy Smith
5. Vince Gatto/Otto Kuhl
6. Charles Dornsife/Leo Perez

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<sup>19</sup>Joe Custer, "Hempler-Randoni Capture Race at Local Bike Track," San Jose Mercury Herald, 23 July 1936, 18.

Three-Fourths Mile County ChampionshipQualify Heat

1. Anthony Zulim
2. Martin Deras

Finals

1. Ed Schroeder
2. Mel Silvera
3. Fred Hempler
4. Martin Deras

French (Golden) Brassard

1. George Antrobus

Professional Team Pursuit Race

1. Steve Wagner/Red Berti/Arnold Kanitz
2. Bobby Echeverria/George Antrobus

Amateur Two-Mile Open

1. Cy Yochem
2. Sam Rinella
3. Ed Schroeder
4. Anthony Zulim

Wednesday, July 29, 1936<sup>20</sup>

Team Race (One-Hour)

1. Martin Deras/Percy Smith
2. Ed Schroeder/Sam Rinella
3. Fred Hempler/Joe Lett
4. Louis Rondoni/Vince Gatto
5. Otto Kuhl/Carroll Poe
6. Leo Perez/Ira Chunning
7. Nick Salerno/Jake Gonzales

One-Mile Santa Clara County ChampionHeat One

1. Martin Deras

Second Heat

1. Ed Schroeder

Professional Three-Mile Open

1. Bobby Echeverria; 12.6 for last lap (track record)
2. Arnold Kanitz
3. Steve Wagner

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<sup>20</sup>Joe Custer, "New Record Set at S.J. Bike Track," San Jose Mercury Herald, 30 July 1936, 16.

Amateur Three-Mile Open

1. Ed Schroeder
2. Leo Perez
3. Vince Gatto

Amateur Four-Lap Race (1/2 Mile)

1. Percy Smith
2. Vic Andries

Wednesday, August 5, 1936<sup>21</sup>

Team Race (One-Hour)

1. Martin Deras/Joe Lett, 26 miles, 565 points
2. Fred Hempler/Percy Smith
3. Bob Humberg/Nick Salerno
4. Charles Dornsife/Sam Rinella
5. Gene Echeverria/Leo Perez
6. Art Gardner/Louis Rondoni

Novice Mile Race Open

1. Tom Belle, 2:48
2. Art Taylor

Amateur One-Mile Heat

1. Anthony Zulim, 2:27
2. Vince Gatto

Professional Match Race, 4 Laps

1. Red Berti, 1:16.4
2. Frank Turano

Amateur Mile County Championship

1. Martin Deras, 2:29
2. Art Gardner
3. Fred Hempler

Amateur Miss-and-Out

1. Leland Hall
2. Sam Rinella
3. Louie Rondoni

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<sup>21</sup>Joe Custer, "Deras-Lett in Bike Win Over Hempler-Smith," San Jose Mercury Herald, 6 August 1936, 16.



Professional Pursuit

1. Bobby Echeverria, 2:48.4
2. Frank Turano
3. Red Berti

Wednesday, August 12, 1936<sup>22</sup>

Team Race (One-Hour)

1. Anthony Zulim/Charles Dornsife, 25 miles + 1 lap, 525 pts.
2. Vince Gatto/Nick Salerno
3. Carroll Poe, Sam Rinella
4. Percy Smith/Otto Kuhl

First Heat 3 Mile Santa Clara County Championship

1. Vince Gatto, 7:23.2
2. Sam Rinella
3. Cy Yochem

Second Heat 3 Mile Santa Clara County Championship

1. Anthony Zulim, 8:07.2
2. Nick Salerno
3. Gene Echeverria

Professional Match Race, 1/2 Mile

1. Red Berti, 1:12.2
2. Arnold Kanitz

Amateur, Two-Mile Open

1. Anthony Zulim, 5:20.1
2. Carroll Poe
3. Sam Rinella

Professional Two-Mile Open

1. George Antrobus, 5:52.4
2. Red Berti
3. Arnold Kanitz

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<sup>22</sup>"Dornsife, Zulim Win Bike Feature at the Velodrome," San Jose Mercury Herald, 13 August 1936, 16.

Wednesday, August 19, 1936<sup>23</sup>Team Race (One-Hour)

1. Gene Echeverria/Joe Lett, 27 Miles + 1 lap, 300 pts.
2. Sam Rinella, Leland Hall
3. Percy Smith/Mel Silvera
4. Vince Gatto/Carroll Poe

One-Half Mile Novice

1. Johnny Parioto, 1:17.3
2. Nino Piazza

Repechage Heat, 3 Miles

1. Leo Perez, 7:35.2
2. Walter Soares
3. Gene Echeverria

Three-Mile County Championship (Final)

1. Anthony Zulim, 7:52
2. Sam Rinella
3. Vince Gatto

Professional Three-Mile Handicap

1. Red Berti, 6:55.5
2. Arnold Kanitz
3. George Antrobus

Wednesday, August 26, 1936 (incomplete results)<sup>24</sup>Team Race (One-Hour)

1. Gene Echeverria/Joe Lett

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<sup>23</sup>"Echeverria and Lett Triumph in Bike Feature," San Jose Mercury Herald, 20 August 1936, 18.

<sup>24</sup>"Echeverria and Lett Win Cycling Race at Burbank," San Jose Mercury Herald, 27 August 1936, 18.

Wednesday, September 2, 1936<sup>25</sup>

Team Race (One-Hour)

1. Fred Hempler/Leland Hall, 19 miles, 660 points
2. Lynn Ebel/Leo Perez
3. Percy Smith/Anthony Zulim
4. Charles Dornsife/Nick Salerno

Five-Mile County Championship (Final)

1. Anthony Zulim, 11:35
2. Nick Salerno
3. Martin Deras

Season Grand Total:

1. Martin Deras, 25 points
2. Fred Hempler, 17 points
3. Anthony Zulim, 16 points

One-Mile Invitational, San Francisco Riders

1. Herbert Lee, 2:14
2. Ira Chunning
3. Walter Soares

Golden Brassard, 4 Laps

1. George Antrobus, 1:11
2. Red Berti

Sunday, September 20, 1936<sup>26</sup>

3-Man, Two-Hour Team Race

1. Fred Hempler/Pete Pontier/Tony Vallergera, 47 miles  
+ 7 laps, 1155 points
2. Charles Dornsife/Lynn Ebel/Otto Kuhl
3. Joe Lett/Art Gardner/Lawrence Nardi
4. Leo Perez/Carroll Poe/Paul Quinterno

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<sup>25</sup>"Hempler-Hall Win Wild and Weird Whirl on Wheels as Velodrome Closes Season," San Jose Mercury Herald, 3 September 1936, 18.

<sup>26</sup>"Hempler, Pontier, Valgera Win Final Wheel Grind Here," San Jose Mercury Herald, 21 September 1936, 10.

January 31, 1937<sup>27</sup>

Races were planned for the velodrome this afternoon, but cancelled because of rain.

Wednesday, May 12, 1937<sup>28</sup>Team Race (One-Hour)

1. Fred Hempler/Gene Echeverria, 26 miles + 3 laps, 290 points
2. Ed Schroeder/Tony Vallergera
3. Sam Rinella/Otto Kuhl
4. Vince Gatto/Joe Colla
5. Jack Hennessy/Carroll Poe

Amateur One-Mile Novice

1. Earl Holthorff, 2:14.04
2. Ray Estrada
3. Al Goodwin

Three-Mile Point Race

1. Jack Hennessy, 11 points
2. Ed Schroeder
3. Sam Rinella
- Louis Rondoni (tie)

One-Half Mile Lap Race

1. Jack Hennessy, 56 seconds
2. Fred Hempler

Miss-and-Out Race

1. Earl Holthorff

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<sup>27</sup>"Bike Races Called Off," San Jose Mercury Herald, 31 January 1937, 27.

<sup>28</sup>"Hempler, Echeverria Win Opening Bicycle Feature," San Jose Mercury Herald, 13 May 1937, 20.

Wednesday, May 19, 1937<sup>29</sup>

Amateur One-Mile Novice

1. Al Windsor, 2:11.1
2. Frank Sunseri
3. Murphy Sabatino

Three-Mile (Open) Point Race

1. Jack Hennessy, 10 points
2. Ed Schroeder
3. Vince Gatto

One-Half Mile Match Race Between Hennessy and Schroeder

1. Ed Schroeder, 1:13
2. Jack Hennessy

Miss-and-Out Race

1. Earl Holthorf
2. Lester Jessen
3. Frank Sunseri

Team Race (One-Hour)

1. Sam Rinella/Walter Soares, 25 miles + 2 laps, 525 pts.
2. Louis Rondoni/Martin Kenny
3. Leo Perez/Carroll Poe
4. Ed Schroeder/Percy Smith
5. Fred Hempler/Tony Vallergera

Wednesday, May 26, 1937 (incomplete results)<sup>30</sup>

Team Race (One-Hour)

1. Gene Echeverria/Tony Vallergera, 26 miles, 615 pts.
2. Ed Schroeder/Carroll Poe
3. Sam Rinella/Bob Jones
4. Louie Rondoni/Joe Colla
5. Vince Gatto/Percy Smith

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<sup>29</sup>"Rinella-Soares Win Bike Grind," San Jose Mercury Herald, 20 May 1937, 12.

<sup>30</sup>Joe Custer, "Echeverria and Valerga Winners," San Jose Mercury Herald, 27 May 1937, 18.

Wednesday, June 2, 1937<sup>31</sup>Team Race (One-Hour)

1. Sam Rinella/Tony Vallergera, 26 miles, 665 points
2. Louis Rondoni/Otto Kuhl
3. Walter Soares/Percy Smith
4. Fred Hempler/Carroll Poe
5. Ed Schroeder/Nino Piazza

Amateur One-Mile Novice

1. Murphy Sabatino, 3:13
2. Jack Millet
3. Reine Gautier

Three-mile Open Point Race

1. Sam Rinella, 12 points
2. Vince Gatto
3. Leo Perez

One-Half Mile Match Race

1. Ed Schroeder, 1:19
2. Sam Rinella

Australian Pursuit Race

1. Earl Roper/Bob Humburg/Sam Lenores, 7:00
2. Charles Dornsife/Frank Sunseri

Wednesday, June 9, 1937<sup>32</sup>Team Race (One-Hour)

1. Louies Rondoni/Percy Smith, 27 miles, 565 pts.
2. Gene Echeverria/Carroll Poe

One-Mile Handicap

1. Walter Soares
2. Tony Vallergera
3. Earl Holthorf

Challenge Sprint

1. Vince Gatto
2. Ed Schroeder

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<sup>31</sup>Joe Custer, "New Record Set at Velodrome," San Jose Mercury Herald, 3 June 1937, 14.

<sup>32</sup>Miles Sprinz, "Randoni, Smith Win Bike Races," San Jose Mercury Herald, 10 June 1937, 18.

Sprints

1. Jack Hennessy
2. Sam Rinella
3. Ed Schroeder

One-Mile Novice

1. Al Haggerty
2. Carl Roper
3. Gus Gatto

Wednesday, June 16, 1937<sup>33</sup>

Team Race (One-Hour)

1. Nino Piazza/Gene Echeverria, 26 miles, 510 pts.
2. Walter Soares/Tony Vallerga
3. Ed Schroeder/Joe Colla
4. Louis Rondoni/Paul Quinterno
5. Sam Rinella/Carroll Poe

Amateur One-Mile Novice

1. Sam Rollo, 2:49
2. Bob Hershey
3. Mikus

Three-Mile Open Point Race

1. Ed Schroeder, 12 points
2. Jack Hennessy
3. Vince Gatto
- Trini Perez

One-Half Mile Match Race

1. Vince Gatto
2. Louis Rondoni

Miss-and-Out

1. Tony Vallerga
2. Joe Colla

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<sup>33</sup>Joe Custer, "Echeverria and Piazza Win in Velodrome Race," San Jose Mercury Herald, 17 June 1937, 16.

Wednesday, June 23, 1937<sup>34</sup>

Team Race (One-Hour)

1. Sam Rinella/Nino Piazza, 26 miles, 440 pts.
2. Louis Rondoni/Tony Vallergera
3. Ed Schroeder/Otto Kuhl
4. Jack Hennessy/Leland Hall
5. Walter Soares/Herbert Lee

Amateur One-Mile Novice

1. Johnny Soracco, 2:28
2. Carl Roper
3. Bob Hershey

Three-Mile Open Point Race

1. Ed Schroeder, 13 pts.
2. Fred Hempler
3. Louis Rondoni

One-Half Mile Match Race

1. Carroll Poe, 1:21.4
2. Vince Gatto

One-Mile Handicap Race

1. Sam Rinella

Wednesday, June 30, 1937 (incomplete results)<sup>35</sup>

Team Race (One-Hour)

1. Walter Soares/Carroll Poe, 27 miles, 660 pts.
2. Ed Schroeder/Percy Smith
3. Vince Gatto/Nino Piazza
3. Leo Perez/Leland Hall

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<sup>34</sup>Miles Sprinz, "Rinella, Piazza Winner in One-Hour Team Race Here," San Jose Mercury Herald, 24 June 1937, 22.

<sup>35</sup>Joe Custer, "Soares and Poe Lap Field, Win Velodrome Race," San Jose Mercury Herald, 1 July 1937, 16.



Wednesday, July 7, 1937<sup>36</sup>

Team Race (One-Hour)

1. Louis Rondoni/Carroll Poe, 26 miles, 455 pts.
2. Fred Hempler/Percy Smith
3. Gene Echeverria/Otto Kuhl
4. Vince Gatto/Martin Kenny
5. Leo Perez/Tony Vallergera

Amateur One-Mile Novice

1. Pete Piazza, 2:31
2. J. Ware
3. Ray Estrada

Three-Mile Open Point Race

1. Ed Schroeder, 13 pts.
2. Vince Gatto
3. Louis Rondoni

One-Half Mile Match Race

1. Walter Soares, 1:13.2
2. Vince Gatto

One-Mile Handicap Race

1. Murphy Sabatino
2. Joe Colla
3. Al Windsor

Wednesday, July 14, 1937<sup>37</sup>

Team Race (One-Hour)

1. Ed Schroeder/Leo Perez, 25 miles, 645 pts.
2. Carroll Poe, Martin Kenny
3. Walter Soares/Trini Perez
4. Jack Hennessy/Charles Dornsife

Two-Mile Open for Lower Class B

1. John Soracco, 5:12.2
2. Bob Jones
3. Gilbert Dias
4. Ray Estrada

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<sup>36</sup>Joe Custer, "Randoni-Poe Win Bike Race Here," San Jose Mercury Herald, 8 July 1937, 18.

<sup>37</sup>Miles Sprinz, "Perez, Schroeder Win Bike Feature," San Jose Mercury Herald, 15 July 1937, 16.

Three-mile Point Race

1. Jack Hennessy, 15 pts.
2. Trini Perez  
Charles Dornsife  
Leo Perez (tie)
3. Ed Schroeder  
Joe Colla (tie)

Unknown Distance Race

1. Walter Soares
2. Henry Dietz
3. Tony Vallerga
4. John Parlotta

One-Half Mile Match Race

1. Ed Schroeder, 1:27
2. Walter Soares

One-Half Mile Match Race

1. Gene Van Gemmert, 1:21

Wednesday, July 21, 1937<sup>38</sup>

Team Race (One-Hour)

1. Walter Soares/Jack Hennessy, 27 miles, 465 pts.
2. Sam Rinella/Leo Perez
3. Louis Rondoni/Leland Hall
4. Ed Schroeder/Martin Kenny

Half-Mile Qualifying Heat

1. Ray Estrada, 1:13.3
2. Ira Chunning
3. John Soracco

Three-Mile Point Race

1. Ed Schroeder, 9 pts.
2. Jack Hennessy
3. Louis Rondoni

Six-Lap Finals Event for Lower Class B Riders

1. John Soracco, 1:15.1
2. Ira Chunning
3. Ray Estrada

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<sup>38</sup>"Hennessy-Soares Team Bike Winner," San Jose Mercury Herald, 22 July 1937, 18.

One-Mile Handicap Event

1. Nino Piazza, 2:21
2. Joe Colla
3. Percy Smith

One-Half Mile Match Race

1. Jack Hennessy, 1:25.3
2. Ed Schroeder

Wednesday, July 28, 1937<sup>39</sup>

Team Race (One-Hour)

1. Jack Hennessy/Sam Rinella, 27 miles, 620 pts.
2. Walter Soares/Martin Kenny
3. Tony Vallerga/Joe Colla
4. Louis Rondoni/Charles Dornsife
5. Percy Smith/Vince Gatto
6. Abel/Ira Chunning
7. Otto Kuhl/Leo Perez

Miss-and-Out, Class B

1. Trini Perez, 2:42
2. Ray Estrada
3. Al Haggerty
4. Harper

Three-Mile Point Race

1. Ed Schroeder, 10 pts.
2. Sam Rinella
3. Louis Rondoni
4. Jack Hennessy

Unknown Distance

1. Walter Soares, 16 laps, 4:46.1
2. Henry Dietz
3. Percy Smith
4. Nino Piazza

Match Race

1. Jack Hennessy, 1:27.4
2. Fred Hempler

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<sup>39</sup>"Rinella, Hennessey Win Bike Races," San Jose Mercury Herald, 29 July 1937, 18.

Wednesday, August 4, 1937<sup>40</sup>

Team Race (One-Hour)

1. Jack Hennessy/Vince Gatto, 27 miles, 495 pts.
2. Tony Vallergera/Ira Chunning
3. Ed Schroeder/Charles Dornsife
4. Fred Hempler/Leo Perez

Unlimited Pursuit Race for Lower Class B Riders

1. Ray Estrada, 5:41
2. Al Haggerty

Three-mile Point Race

1. Vince Gatto, 14 pts.
2. Ed Schroeder  
Jack Hennessy (tie)
3. Louis Rondoni
4. Trini Perez

One-Mile Scratch Race Open

1. Percy Smith
2. Louis Rondoni

Match Race

1. Tony Vallergera
2. Jack Hennessy

Wednesday, August 11, 1937<sup>41</sup>

Team Race (One-Hour)

1. Percy Smith/Ira Chunning, 28 miles, 570 pts.
2. Vince Gatto/Joe Colla
3. Walter Soares/Murphy Sabatino
4. Sam Rinella/Ray Estrada

1-1/2 Mile Point Race for Lower Class B Riders

1. Al Haggerty  
Gilbert Dias  
George Wolff (tie)
4. Taylor

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<sup>40</sup>Louis Duino, "Hennessey-Gatto Grab Team Race," San Jose Mercury Herald, 5 August 1937, 18.

<sup>41</sup>Joe Custer, "Smith Punches, Talks and Rides to Bike Victories," San Jose Mercury Herald, 12 August 1937, 14.

Three-Mile Point Race for Class A Riders

1. Sam Rinella, 12 pts.
2. Vince Gatto
3. Charles Dornsife
4. Louis Rondoni

Unknown Distance Race

1. Walter Soares, 3:05
2. Ray Estrada
3. Louis Rondoni
4. Percy Smith

One-Half Mile Match Race

1. Martin Kenny, 1:29
2. Tony Vallergera

Wednesday, August 18, 1993<sup>42</sup>

Team Race (One-Hour)

1. Percy Smith/Ira Chunning, 855 pts.
2. Vince Gatto/Leo Perez
3. Louis Rondoni/Ray Estrada

1-1/2 Mile Point Race for Lower Class B Riders

1. Sal Ciraulo, 12 pts.
2. Al Haggerty  
Gilbert Dias
3. Stan Norton

Three-Mile Point Race

1. Vince Gatto, 17 pts.
2. Louis Rondoni
3. Sam Rinella

Miss-and-Out

1. Tony Vallergera, 2:45.3
2. Trini Perez
3. Percy Smith
4. Ray Estrada

One-Half Mile Match Race

1. Joe Colla, 1:16.1
2. Percy Smith

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<sup>42</sup>Dick Edmonds, "Smith, Chunning Repeat Bike Win," San Jose Mercury Herald, 19 August 1937, 14.

Wednesday, August 25, 1937<sup>43</sup>

Team Race (One-Hour)

1. Sam Rinella/Louis Rondoni, 27 miles, 585 pts.
2. Percy Smith/Ira Chunning
3. Otto Kuhl/Leo Perez
4. Tony Vallergera/Joe Colla

One-Mile Sprint for Lower Class B Riders

1. Sal Ciraulo, 2:20.2
2. Gilbert Dias
3. Nick Maggi

Three-mile Point Race

1. Vince Gatto, 12 pts.
2. Leo Perez
3. Sam Rinella

One-mile Handicap

1. Sal Ciraulo, 1:56
2. Nick Maggi
3. Percy Smith
4. Nino Piazza

One-Half Mile Match Race

1. Leo Perez, 1:15.2
2. Joe Colla

Wednesday, September 1, 1937<sup>44</sup>

One-Hour Team Race

1. Louis Rondoni/Gene Echeverria, 27 miles, 695 pts.
2. Joe Colla/Sam Rinella
3. Charles Dornsife/Leo Perez

Unknown Distance Race for Lower Class B Riders

1. Sal Ciraulo
2. Gus Gatto
3. Gilbert Dias

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<sup>43</sup>Dick Edmonds, "Favored Team Wins Bike Race," San Jose Mercury Herald, 26 August 1937, 19.

<sup>44</sup>"Echeverria and Randoni Win Bikefest," San Jose Mercury Herald, 2 September 1937, 18.

First Half-Mile Qualifying Heat

1. Gene Echeverria
2. Trini Perez
3. Sam Rinella

Three-Mile Point Race

1. Charles Dornsife, 12 pts.
2. Sam Rinella  
Vince Gatto
3. Louis Rondoni
4. Leo Perez

Second Half-Mile Qualifying Heat

1. John Soracco
2. Louis Rondoni
3. Joe Colla
4. Sal Ciraulo

One-Half Mile Match Race

1. Martin Kenny, 1:18.4
2. Leo Perez

One-Half Mile Finals Event

1. Joe Colla  
Gene Echeverria (tie)
3. Louis Rondoni
4. Sal Ciraulo

Wednesday, September 8, 1937<sup>45</sup>

Team Race (One-Hour)

1. Sam Rinella/Ira Chunning, 28 miles, 920 pts.
2. Charles Dornsife/Leo Perez
3. Louis Rondoni/Otto Kuhl
4. Vince Gatto/Nino Piazza
5. Tony Vallergera/Percy Smith

One-Half Mile Sprint

1. Ray Estrada, 1:20
2. Gilbert Dias
3. Stan Norton

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<sup>45</sup>"Ira Chunning, Rinella Set Sprint Record," San Jose Mercury Herald, 9 September 1937, 18.

Time Trials

Tony Vallergera set a new one-lap track record of 13-4/5 seconds.

Three-Mile Point Race

1. Vince Gatto, 12 pts.
2. Sam Rinella
3. Charles Dornsife
4. Louis Rondoni

Half-Mile Match Race

1. John Soracco, :14.1
2. Gilbert Dias

Velodrome Handicap

1. Louis Rondoni
2. Ira Chunning
3. Sammy Rinella

Half-Time Match Race

1. Martin Kenny
2. Vince Gatto

Wednesday, September 16, 1937<sup>46</sup>

Team Race (One-Hour)

1. Trini Perez/John Soracco
2. Louis Rondoni/Joe Colla

One-Mile Sprint

1. Trini Perez
2. Gilbert Dias
3. Bob Brown

Time Trials

Vince Gatto set a new track record of 13.0 seconds.

Three-Mile Point Race

1. Vince Gatto, 12 pts.  
Sam Rinella (tie)
2. Louis Rondoni
3. Leo Perez

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<sup>46</sup>Miles Sprinz, "Riot Marks Bikefest," San Jose Mercury Herald, 16 September 1937, 15, 17.



Miss-and-Out

1. Joe Colla
2. Nick Maggi
3. Trini Perez

Comic Velodrome Handicap

1. Gilbert Dias
2. Ira Chunning
3. Leo Perez

Two-Mile, Three Man Team Race

1. Charles Dornsife/Ira Chunning/Leo Perez
2. Louis Rondoni/Vince Gatto/John Soracco

One-Half Mile Match Race

1. Tony Vallergera, 1:11
2. Martin Kenny

Sunday, November 28, 1937 (Benefit Races)<sup>47</sup>Team Race (One-Hour)

1. Percy Smith/Charlie Morton, 26 miles, 500 pts.
2. Jim Matthews/Virgil Runyon
3. Sam Rinella/Charles Dornsife
4. Gerald Rasmussen/Glen Michelson
5. Leo Perez/Tony Vallergera
6. Nick Maggi/Murphy Sabatino

Three-Mile Point Race

1. Tony Vallergera, 10 pts.
2. Glen Michelson
3. Virgil Runyon

One-Mile Class B Sprint

1. Nick Maggi
2. John Soracco
3. Gerald Rasmussen

Three-Man Australian Pursuit Race

1. Garden City Wheelmen team: Louis Rondoni, Sam Rinella, Tony Vallergera
2. Golden Gate Wheelmen team

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<sup>47</sup>Miles Sprinz, "Plans Completed for Bike Benefit Program Tomorrow," San Jose Mercury Herald, 27 November 1937, 13; Miles Sprinz, "L.A. Riders Steal Local Bike Honors," San Jose Mercury Herald, 29 November 1937, 11.

Three-Lap Match Race

1. Steve Halton
2. Otto Kuhl

Half-Mile Match Race

1. Red Davison
2. Tony Vallergera

Miss-and-Out

1. Nino Piazza
2. Carroll Poe

Wednesday, May 4, 1938<sup>48</sup>

Junior Team Race (1/2-Hour)

1. Reine Gautier/Bob Jones, 13 miles, 245 pts.
2. Sal Ciraulo/Pete Piazza
3. Leland Hall/Murphy Sabatino
4. Trini Perez/John Soracco

Senior Team Race (One-Hour)

1. Sam Rinella/Louis Rondoni, 26 miles, 740 pts.
2. Percy Smith/Ira Chunning
3. Charles Dornsife/Leo Perez
4. Joe Colla/Tony Vallergera

Four-Lap Match Race

1. Jack Hennessy
2. Tony Vallergera

Four-Lap Match Race

1. Walter Soares
2. Sam Rinella

Three-Miles Point Race

1. Charles Dornsife, 10 pts.  
Sam Rinella (tie)
3. Martin Kenny
4. Carroll Poe

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<sup>48</sup>Stub Stollery, "Rinella, Rondoni Pair to Cop Opening night Bike Program," San Jose Mercury Herald, 5 May 1938, 18.

Wednesday, May 11, 1938<sup>49</sup>

Junior Team Race (1/2-Hour)

1. Trini Perez/John Soracco, 13 miles + 1 lap, 180 pts.
2. Reine Gautier/Bob Jones
3. Sal Ciraulo/Pete Piazza
4. Nick Maggi/Frank Sunseri

Senior Team Race (One-Hour)

1. Carroll Poe/Martin Kenny, 27 miles, 690 pts.
2. Sam Rinella/Louis Rondoni
3. Fred Hempler/Gene Echeverria
4. Vince Gatto/Nino Piazza

Four-Lap Match Race

1. Jack Hennessy
2. Walter Soares

First Four-Lap Qualifying Heat

1. Charles Dornsife, 1:01.4
2. Joe Colla
3. Percy Smith

Second Four-Lap Qualifying Heat

1. Jack Hennessy, 1:08
2. Vince Gatto
3. Walter Soares

Miss-and-Out

1. Louis Rondoni
2. Joe Colla
3. Charles Dornsife
4. Percy Smith

Four-Lap Finals

1. Jack Hennessy
2. Louis Rondoni
3. Walter Soares
4. Joe Colla

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<sup>49</sup>Stub Stollery, "Who Won Bike Race? Prep Duo Claims Victory, But so Does Rinella-Randoni Italian Pair," San Jose Mercury Herald, 12 May 1938, 15.

Wednesday, May 18, 1938 (incomplete results)<sup>50</sup>

Junior Team Race (1/2-Hour)

1. Nick Maggi/Frank Sunseri, 14 miles, 390 pts.
2. Leland Hall/Murphy Sabatino
3. Reine Gautier/Bob Jones
4. Sal Ciraulo/Pete Piazza

Senior Team Race (One-Hour)

1. Fred Hempler/Gene Echeverria, 27 miles, 360 pts.
2. Walter Soares/Jack Hennessy
3. Carroll Poe/Martin Kenny
4. Percy Smith/Ira Chunning

Wednesday, May 25, 1938<sup>51</sup>

Junior Team Race (1/2-Hour)

1. Sal Ciraulo/Pete Piazza, 14 miles, 390 pts.
2. Reine Gautier/Bob Jones
3. Leland Hall/Murphy Sabatino
4. Stan Norton/Trini Perez

Senior Team Race (One-Hour)

1. Jack Hennessy/Walter Soares, 27 miles, 605 pts.
2. Charles Dornsife/Joe Colla
3. Fred Hempler/Gene Echeverria
4. Percy Smith/Ira Chunning

Four-Lap Match Race

1. Jack Hennessy
2. Martin Kenny

Two-Mile Point Race

1. Jack Hennessy, 9 pts.
2. Louis Rondoni
3. Charles Dornsife  
Gene Echeverria (tie)
4. Walter Soares

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<sup>50</sup>"Hennessy-Soares Prove New Threats in Local Bike Win," San Jose Mercury Herald, 19 May 1938, 14.

<sup>51</sup>Stub Stollery, "Hennessy, Soares Whirl to 2nd Straight Bike Victory," San Jose Mercury Herald, 26 May 1938, 16.

Four-Lap Match Race

1. Ray Estrada
2. Murphy Sabatino

Miss-and-Out

1. Louis Rondoni
2. Carroll Poe
3. Joe Colla

Wednesday, June 1, 1938<sup>52</sup>

Junior Team Race (1/2-Hour)

1. Leland Hall/Murphy Sabatino, 14 miles, 435 pts.
2. Trini Perez/Stan Norton
3. Reine Gautier/Bob Jones
4. Sal Ciraulo/Pete Piazza

Senior Team Race (One-Hour)

1. Jack Hennessy/Walter Soares, 27 miles, 505 pts.
2. Fred Hempler/Gene Echeverria
3. Louis Rondoni/Tony Vallergera
4. Percy Smith/Ira Chunning

Four-Lap Match Race

1. Jack Hennessy
2. Joe Colla

Time Trials

New track record of 12.8 set by Charles Dornsife.

Junior Four-Lap Match Race

1. Ray Estrada
2. Stan Norton

Three-Mile Point Race

1. Joe Colla, 8 pts.
2. Tony Vallergera  
Louis Rondoni (tie)
3. Jack Hennessy  
Vince Gatto (tie)
4. Walter Soares

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<sup>52</sup>Stub Stollery, "Hennessy, Soares Set Record in Third Straight Bike Win," San Jose Mercury Herald, 2 June 1938, 12.

Wednesday, June 8, 1938<sup>53</sup>

Junior Team Race (1/2-Hour)

1. Sal Ciraulo/Pete Piazza, 13 miles, 370 pts.
2. Leland Hall/Murphy Sabatino
3. Reine Gautier/Bob Jones
4. Bob Brown/Al Haggerty

Senior Team Race (One-Hour)

1. Charles Dornsife/Joe Colla, 26 miles, 615 pts.
2. Louis Rondoni/Tony Vallergera
3. Percy Smith/Ira Chunning
4. Walter Soares/Vince Gatto  
Carroll Poe/Martin Kenny (tie)

Senior Four-Lap Match Race

1. Percy Smith
2. Ira Chunning

First One-Mile Sprint

1. Joe Colla
2. Walter Soares
3. Charles Dornsife
4. Louis Rondoni

Novice Pursuit Race

1. Ray Stewart
2. Dick Patnude
3. Charlie Halton

Junior Four-Lap Match Race

1. Ray Estrada
2. Sal Ciraulo

Second One-Mile Sprint

1. Louis Rondoni
2. Vince Gatto
3. Charles Dornsife

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<sup>53</sup>"Colla, Dornsife Take Early Lead to Win Hour Team Race," San Jose Mercury Herald, 9 June 1938, 14, 15.

Wednesday, June 16, 1938<sup>54</sup>

Junior Team Race (1/2-Mile)

1. Sal Ciraulo/Pete Piazza/ 14 miles, 315 pts.
2. Murphy Sabatino/Stan Norton
3. Trini Perez/Nick Maggi
4. Reine Gautier/Bob Jones

Senior Team Race (One-Hour)

1. Jack Hennessy/Walter Soares, 27 miles, 525 pts.
2. Joe Colla/Gene Echeverria
3. Charlie Morton/Jim Matthews
4. Tony Vallerga/Ira Chunning
5. Carroll Poe/Martin Kenny

Senior Four-Lap Match Race

1. Jack Hennessy
2. Charlie Morton

First One-Mile Sprint

1. Joe Colla, 2:13.3
2. Carroll Poe
3. Vince Gatto
4. Charles Dornsife

Junior Four-Lap Match Race

1. Ray Estrada
2. Gilbert Dias

Comic Novelty Event

1. Arthur Castleman

Second One-Mile Sprint

1. Jack Hennessy
2. Joe Colla
3. Walter Soares
4. Louis Rondoni

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<sup>54</sup>Stub Stollery, "Hennessy, Soares Snub L.A. Invaders, Thrill 2000 With Bike Victory," San Jose Mercury Herald, 16 June 1938, 14.

Wednesday, June 21, 1938<sup>55</sup>

Senior Team Race (One-Hour)

1. Fred Hempler/Charles Dornsife, 28 miles, 565 pts.
2. Carroll Poe/Martin Kenny
3. Walter Soares/Jack Hennessy
4. Tony Vallergera/Ira Chunning

Junior Team Race (1/2-Hour)

1. Reine Gautier/Bob Jones, 385 pts.
2. Murphy Sabatino/Trini Perez

Junior Match Race

1. Bob Jones
2. Ray Estrada

Senior Four-Lap Match Race

1. Jack Hennessy
2. Charles Dornsife

Unknown Distance

1. Walter Soares
2. Louis Rondoni
3. Joe Colla
4. Tony Vallergera

Novice One-Mile Sprint

1. Arthur Castleman

One-Mile Open Sprint

1. Jack Hennessy
2. Carroll Poe
3. Joe Colla
4. Louis Rondoni

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<sup>55</sup>Louis Duino, "Hempler-Dornsife Halt Win Streak of Soares-Hennessy," San Jose Mercury Herald, 22 June 1938, 16.



Wednesday, June 29, 1938<sup>56</sup>

Junior Team Race (1/2-Hour)

1. Reine Gautier/Bob Jones, 13 miles, 450 pts.
2. Ray Estrada/Marvin Whetstone
3. Trini Perez/Murphy Sabatino
5. Bob Brown/Al Haggerty

Senior Team Race (One-Hour)

1. Jack Hennessy/Walter Soares, 27 miles, 640 pts.
2. Louis Rondoni/Gene Echeverria
3. Charles Dornsife/Fred Hempler
4. Joe Colla/Tony Vallergera

Senior Four-Lap Match Race

1. Jack Hennessy
2. Louis Rondoni

Two-Lap Sprint

1. Joe Colla
2. Jack Hennessy
3. Walter Soares
4. Louis Rondoni

Junior Four-Lap Match Race

1. Bob Jones
2. Reine Gautier

Four-Lap Sprint

1. Joe Colla
2. Walter Soares
3. Louis Rondoni
4. Carroll Poe

Comic Novelty Event

1. Trini Perez
2. Reine Gautier
3. Gilbert Dias

One-Mile Sprint

1. Joe Colla
2. Louis Rondoni
3. Reine Gautier
4. Martin Kenny

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<sup>56</sup>"Hennessy, Soares in Comeback to Win Bicycle Feature Here," San Jose Mercury Herald, 30 June 1938, 16.

Wednesday, July 6, 1938<sup>57</sup>

Junior Team Race (1/2-Hour)

1. Reine Gautier/Bob Jones, 14 miles, 355 pts.
2. Pete Piazza/Stam Norton
3. Ray Estrada/Marvin Whetstone
4. Trini Perez/Murphy Sabatino

Senior Team Race Results

1. Jack Hennessy/Walter Soares, 27 miles, 585 pts.
2. Charles Dornsife/Fred Hempler
3. Percy Smith/Ira Chunning
4. Louis Rondoni/Gene Echeverria

Senior Four-Lap Match Race

1. Jack Hennessy
2. Carroll Poe

First Four-Lap Sprint

1. Jack Hennessy
2. Joe Colla
3. Walter Soares
4. Martin Kenny

Two-Lap Sprint

1. Jack Hennessy
2. Walter Soares
3. Joe Colla
4. Martin Kenny

Junior Four-Lap Match Race

1. Bob Jones
2. Murphy Sabatino

Four-Lap Novice Race

1. Arthur Castleman

Second Four-Lap Sprint

1. Martin Kenny
2. Carroll Poe
3. Joe Colla
4. Tony Vallerga

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<sup>57</sup>"Soares Cops Last Sprint to Beat Out Hempler, Dornsife," San Jose Mercury Herald, 7 July 1938, 16, 17.

Wednesday, July 14, 1938<sup>58</sup>

Junior Team Race (1/2-Hour)

1. Pete Piazza/Stam Norton, 13 miles, 485 pts.
2. Ray Estrada/Marvin Whetstone
3. Trini Perez/Murphy Sabatino

Senior Team Race (One-Hour)

1. Walter Soares/Jack Hennessy, 26 miles, 755 pts.
2. Charles Dornsife/Fred Hempler
3. Joe Colla/Tony Vallergera
4. Percy Smith/Gene Echeverria

Senior Four-Lap Match Race

1. Martin Kenny
2. Jack Hennessy

Four-Lap Sprint

1. Jack Hennessy
2. Joe Colla
3. Vince Gatto
4. Walter Soares

Junior Four-Lap Match Race

1. Jack Millet
2. Ray Estrada

Three-Lap Sprint Race

1. Joe Colla
2. Jack Hennessy
3. Walter Soares
4. Vince Gatto

Half-Mile Novice Race

1. Bob Brown
2. Fernandez
3. Hurry

Two-Lap Sprint

1. Percy Smith
2. Bob Jones
3. Joe Colla
4. Walter Soares

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<sup>58</sup>Stub Stollery, "Hennessy, Soares Win 7th Bikefest,"  
San Jose Mercury Herald, 14 July 1938, 14, 15.

Wednesday, July 20, 1938<sup>59</sup>

Junior Team Race (1/2 Hour)

1. Trini Perez/Murphy Sabatino, 11 miles, 325 pts.
2. Ray Estrada/Marvin Whetstone
3. Pete Piazza/Stan Norton
4. Bob Brown/Al Haggerty

Senior Team Race (One-Hour)

1. Fred Hempler/Charles Dornsife, 28 miles, 570 pts.
2. Jack Hennessy/Walter Soares
3. Percy Smith/Ira Chunning
4. Carroll Poe/Martin kenny

First Four-Lap Qualifying Heat

1. Joe Colla
2. Nino Piazza
3. Leo Perez

Second Four-Lap Qualifying Heat

1. Vince Gatto
2. Ira Chunning
3. Bob Jones

Three-Lap Open Sprint

1. Jack Hennessy
2. Walter Soares
3. Vince Gatto
4. Percy Smith

Class C Half-Mile Sprint

1. Mendez

Four-Lap Open Sprint

1. Jack Hennessy
2. Joe Colla
3. Tony Vallergera
4. Vince Gatto

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<sup>59</sup>Stub Stollery, "Hempler-Dornsife End Win Streak of Hennessy-Soares," San Jose Mercury Herald, 21 July 1938, 14.

Wednesday, July 27, 1938<sup>60</sup>

Junior Team Race (1/2 Hour)

1. Ray Estrada/Marvin Whetstone, 13 miles, 380 pts.
2. Trini Perez/Murphy Sabatino
3. Pete Piazza/Stan Norton
4. Sal Ciraulo/Nick Maggi

Senior Team Race (One-Hour)

1. Walter Soares/Jack Hennessy, 27 miles, 550 pts.
2. Charles Dornsife/Fred Hempler
3. Vince Gatto/Tony Vallergera
4. Leo Perez/Ira Chunning
5. Carroll Poe/Martin Kenny

Four-Lap Qualifying Heat

1. Tony Vallergera
2. Charles Dornsife
3. Leo Perez

Four-Lap Qualifying Heat

1. Reine Gautier
2. Sam Rinella
3. Murphy Sabatino

Three Mile Sprint

1. Jack Hennessy
2. Joe Colla
3. Louis Rondoni

Miss-and-Out

1. Jack Millet
2. Art Castleman

Four-Lap Sprint

1. Walter Soares
2. Joe Colla
3. Jack Hennessy

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<sup>60</sup>Stub Stollery, "Hennessy-Soares Nose Out Hempler-Dornsife for Win," San Jose Mercury Herald, 28 July 1938, 12.

Wednesday, August 4, 1938<sup>61</sup>

Junior Team Race (1/2-Hour)

1. Trini Perez/Murphy Sabatino, 14 miles, 420 pts.
2. Sal Ciraulo/Nick Maggi
3. Ray Estrada/Marvin Whetstone
4. Bob Brown/Gilbert Dias

Senior Team Race (One-Hour)

1. Gene Echeverria/Leo Perez, 28 miles + 1 lap, 255 pts.
2. Fred Hempler/Charles Dornsife
3. Percy Smith/Ira Chunning
4. Sam Rinella/Louis Rondoni
5. Walter Soares/Jack Hennessy

First Four-Lap Qualifying Heat

1. Martin Kenny

Second Four-Lap Qualifying Heat

1. Carroll Poe

Three-Lap Open Sprint

1. Joe Colla
2. Percy Smith
3. Walter Soares
4. Nino Piazza

Comic Novelty Event

1. Gilbert Dias

Four-Lap Open Sprint

1. Joe Colla
2. Jack Hennessy
3. Louis Rondoni
4. Walter Soares

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<sup>61</sup>Stub Stollery, "Perez, Echeverria Lap Field to Equal Local Bike Record," San Jose Mercury Herald, 4 August 1938, 14.

Wednesday, August 10, 1938<sup>62</sup>

Junior Team Race (1/2-Hour)

1. Sal Ciraulo/Nick Maggi, 13 miles, 365 pts.
2. Stan Norton/Ray Estrada
3. Bob Brown/Pete Piazza
4. Murphy Sabatino/Trini Perez

Senior Team Race

1. Sam Rinella/Louis Rondoni, 28 miles, 530 pts.
2. Charles Dornsife/Fred Hempler
3. Percy Smith/Ira Chunning
4. Carroll Poe/Martin Kenny
5. Leo Perez/Gene Echeverria

Four-Lap Repechage Heat

1. Charles Dornsife
2. Sam Rinella
3. Fred Hempler

Three-Lap Open Sprint

1. Joe Colla
2. Percy Smith
3. Vince Gatto
4. Sam Rinella

Miss-and-Out for Class B and Class C

1. Bob Jones
2. Gilbert Dias
3. Ray Stewart

Semi-Finals in the Velodrome Sprint Championship

1. Carroll Poe
2. Joe Colla
3. Martin Kenny
4. Vince Gatto

Three-Lap Novice Race

1. Lamoc
2. Joe Menzes
3. Mike Staffoni

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<sup>62</sup>Stub Stollery, "Jack Hennessy Suspended by N.C.A. in A.A.U. Bike Row," San Jose Mercury Herald, 11 August 1938, 14, 15.

Four-Lap Open Sprint

1. Joe Colla
2. Sam Rinella
3. Tony Vallerga
4. Percy Smith

Wednesday, August 17, 1938 (incomplete results)<sup>63</sup>

Junior Team Race (1/2-Hour)

1. Stan Norton/Ray Estrada, 11 miles, 265 pts.
2. Reine Gautier/Bob Jones
3. Sal Ciraulo/Nick Maggi
4. Murphy Sabatino/Trini Perez

Senior Team Race (One-Hour)

1. Vince Gatto/Tony Vallerga, 27 miles, 605 pts.

Saturday, August 20, 1938 (Benefit Races - incomplete results)<sup>64</sup>

Class A 1/4-Mile Finals

1. Carroll Poe

Class A Finals, Pursuit Race

2. Carroll Poe

Handicap Race

1. Sam Rinella
2. Carroll Poe

Class B 1/4 Mile Finals

1. Marvin Whetstone

Class C 1/4-Mile Finals

1. Art Castleman

Australian Pursuit

1. Martin Kenny
2. Carroll Poe

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<sup>63</sup>Stub Stollery, "Accuses A.A.U. of Bike "Sell-Out," San Jose Mercury Herald, 18 August 1938, 14, 15.

<sup>64</sup>"Poe Leads Bike Benefit Riders," San Jose Mercury Herald, 21 August 1938, 21.



Wednesday, August 24, 1938<sup>65</sup>

Senior Team Race (One-Hour)

1. Sam Rinella/Louis Rondoni, 26 miles + 1 lap, 715 pts.
2. Charles Dornsife/Fred Hempler
3. Percy Smith/Reine Gautier
4. Carroll Poe/Martin Kenny
5. Murphy Sabatino/Trini Perez

Two-Mile Handicap Race

1. Carroll Poe
2. Sam Rinella
3. Charles Dornsife
4. Vince Gatto

Half-Mile Sprint for Class C

1. Gus Gatto
2. Ray Stewart
3. Mike Staffoni
4. Ernie Rideout

Three-Lap Open Sprint

1. Reine Gautier
2. Charles Dornsife
3. Paul Quinterno
4. Louis Rondoni

Miss-and-Out for Class B

1. Trini Perez
2. Murphy Sabatino
3. Gilbert Dias
4. Art Castleman

Time Trials

Charles Dornsife set a new one-lap track record of 12.6 seconds.

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<sup>65</sup>Stub Stollery, "Rinella, Rondoni Outpump Bike Aces; Gatto New Sprint Champ," San Jose Mercury Herald, 25 August 1938, 14.

Two-Mile Point Race

1. Sam Rinella, 10 pts.
2. Charles Dornsife
3. Martin Kenny
4. Tony Vallergera  
Louis Rondoni (tie)

Velodrome Sprint Championship

1. Vince Gatto
2. Carroll Poe

Special Match Race

1. Gus Gatto
2. Joe Menzes

Four-Lap Open Sprint

1. Sam Rinella
2. Louis Rondoni
3. Tony Vallergera
4. Gilbert Dias

Wednesday, August 31, 1938<sup>66</sup>

Senior Team Race (One-Hour)

1. Carroll Poe/Martin Kenny, 17 miles + 1 lap, 255 pts.
2. Nino Piazza/Nick Maggi
3. Sam Rinella/Louis Rondoni
4. Charles Dornsife/Fred Hempler

First 4-Lap Qualifying Heat

1. Carroll Poe
2. Charles Dornsife
3. Sam Rinella

Second 4-Lap Qualifying Heat

1. Joe Colla
2. Murphy Sabatino
3. Trini Perez

Third 4-Lap Qualifying Heat

1. Bob Brown
2. Nick Maggi
3. Pete Piazza

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<sup>66</sup>"Colla Ups Bike Point Lead, Kenny, Poe Win Team Race," San Jose Mercury Herald, 1 September 1938, 16.

Sub-Novice 4-Lap Sprint

1. Luke Marden
2. Robert Shepherd
3. Albert Gladden

One-Mile Open Sprint

1. Percy Smith
2. Sam Rinella
3. Joe Colla
4. Carroll Poe

Class C Half-mile Sprint

1. Gus Gatto
2. George Wolff
3. Cano
4. Ray Stewart

Four-Lap Open Sprint

1. Tony Vallerga
2. Joe Colla
3. Sam Rinella
4. Martin Kenny

Finals Event

1. Sam Rinella
2. Bob Brown
3. Joe Colla
4. Carroll Poe

Wednesday, September 7, 1938<sup>67</sup>

Team Race (One-Hour)

1. Carroll Poe/Martin Kenny, 27 miles, 495 pts.
2. Percy Smith/Sam Rinella
3. Gene Echeverria/Leo Perez
4. Joe Colla/Reine Gautier

First Class A Qualifying Heat

1. Joe Colla
2. Leo Perez
3. Vince Gatto
4. Gene Echeverria

First Class B Qualifying Heat


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<sup>67</sup>"Poe, Kenny Cop 2nd Straight Bike Win, Smith-Rinella Bid," San Jose Mercury Herald, 8 September 1938, 17.

1. Pete Piazza
2. Trini Perez
3. Gilbert Dias

Second Class A qualifying Heat

1. Martin Kenny
2. Sam Rinella
3. Carroll Poe
4. Percy Smith

Second Class B Qualifying Heat

1. Bob Jones
2. Murphy Sabatino
3. Bob Brown

Class C Half-mile Sprint

1. Gus Gatto
2. Ernie Pienos

Class A Finals

1. Vince Gatto
2. Martin Kenny
3. Sammy Rinella
4. Carroll Poe

Class B Finals

1. Pete Piazza
2. Trini Perez  
Murphy Sabatino (tie)
3. Bob Jones

One-Mile Open Sprint

1. Joe Colla
2. Sam Rinella
3. Percy Smith
4. Carroll Poe

Wednesday, September 14, 1938<sup>68</sup>

Team Race (One-Hour)

1. Sam Rinella/Louis Rondoni, 28 miles, 635 pts.
2. Gus Gatto/Tony Vallergera
3. Fred Hempler/Charles Dornsife
4. Carroll Poe/Martin Kenny
5. Percy Smith/Trini Perez

One-Mile Race

1. Martin Kenny
2. Sam Rinella
3. Joe Colla
4. Carroll Poe

Class B 1/2-Mile Sprint

1. Pete Piazza
2. Sal Ciraulo
3. Trini Perez
4. Murphy Sabatino

Class A Qualifying Heat

1. Charles Dornsife
2. Joe Colla
3. Sam Rinella
4. Carroll Poe

Class B Qualifying Heat

1. Pete Piazza
2. Sal Ciraulo
3. Murphy Sabatino
4. Gilbert Dias

Half-Mile Open Sprint

1. Martin Kenny
2. Joe Colla
3. Sam Rinella
4. Charles Dornsife

Class C 1/2-Mile Sprint

1. Gus Gatto
2. George Wolff
3. La Mort
4. Taylor

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<sup>68</sup>"Rinella, Rondoni Win Bike Feature," San Jose Mercury Herald, 15 September 1938, 16.

Class A and B Finals

1. Carroll Poe
2. Vince Gatto
3. Joe Colla
4. Sam Rinella

Miss-and-Out

1. Sam Rinella
2. Martin Kenny
3. Joe Colla
4. Reine Gautier

Wednesday, September 21, 1938<sup>69</sup>

Team Race (One-Hour)

1. Sam Rinella/Louis Rondoni, 28 miles + 1 lap, 710 pts.
2. Percy Smith/Trini Perez
3. Charles Dornsife/Fred Hempler
4. Joe Colla/Gene Echeverria

Two-Mile Point Race

1. Sam Rinella, 12 pts.
2. Joe Colla
3. Louis Rondoni
4. Charles Dornsife

Class C 1/4-Mile Sprint

1. Pete Piazza
2. Trini Perez
3. Ray Estrada

Class A Qualifying Heat

1. Joe Colla
2. Sam Rinella
3. Leo Perez
4. Carroll Poe
5. Louis Rondoni

Special Match Race

1. Garrett
2. Gilbert

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<sup>69</sup>"Colla Wins Bike Title by 10 Points from Rinella,"  
San Jose Mercury Herald, 22 September 1938, 14.

Three-Lap Open Sprint

1. Sam Rinella
2. Martin Kenny
3. Joe Colla
4. Carroll Poe

Comic Novelty Race

1. Trini Perez
2. Gilbert Dias

Class A Finals

1. Carroll Poe
2. Sam Rinella
3. Joe Colla
4. Louis Rondoni

Class B Finals

1. Bob Jones
2. Murphy Sabatino
3. Trini Perez
4. Gilbert Dias

Season All-Around Champion for 1938<sup>70</sup>

1. Joe Colla
2. Sam Rinella
3. Charles Dornsife
4. Carroll Poe
5. Louis Rondoni
6. Martin Kenny
7. Fred Hempler
8. Percy Smith
9. Vince Gatto
10. Tony Vallergera
11. Reine Gautier
12. Gene Echeverria
13. Leo Perez
14. Nino Piazza
15. Otto Kuhl

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<sup>70</sup>"Pete Piazza Leads Junior Riders in Final Bike Points," San Jose Mercury Herald, 25 September 1938, 21.

Season All-Around Junior Champion for 1938<sup>71</sup>

1. Pete Piazza
2. Trini Perez
3. Murphy Sabatino
4. Bob Jones
5. Sal Ciraulo
6. Nick Maggi
7. Ray Estrada
8. Stan Norton
9. Marvin Whetstone
10. Gilbert Dias

Friday, May 26, 1939<sup>72</sup>Senior Team Race (One-Hour)

1. Jack Hennessy/Gene Echeverria, 26 miles, 116 pts.
2. Tony Vallerga/Sam Rinella
3. Fred Hempler/Charles Dornsife
4. Louis Rondoni/Percy Smith

Junior Team Race (1/2-Hour)

1. Sal Ciraulo/Nick Maggi
2. Bob Stauffacher/Bob Jones
3. Trini Perez/Pete Piazza
4. Jack Millet/Sam Rinauro

First Class A 4-Lap Qualifying Heat

1. Jack Hennessy
2. Percy Smith
3. Martin Kenny

Second Class A 4-Lap Qualifying Heat

1. Joe Colla
2. Carroll Poe
3. Fred Hempler

Class B Miss-and-Out

1. Sal Ciraulo
2. Trini Perez
3. Bob Jones

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<sup>71</sup>Pete Piazza Leads Junior Riders in Final Bike Points," San Jose Mercury Herald, 25 September 1938, 21.

<sup>72</sup>Stub Stollery, "Bike Opener Finds Star in Echeverria," San Jose Mercury Herald, 27 May 1939, 14.



Finals for Class A Qualifiers

1. Jack Hennessy
2. Joe Colla
3. Martin Kenny
4. Percy Smith

Friday, June 2, 1939<sup>73</sup>

Senior Team Race (One-Hour)

1. Gene Echeverria/Jack Hennessy, 27 miles, 102 pts.
2. Sam Rinella/Tony Vallergera
3. Louis Rondoni/Percy Smith
4. Charles Dornsife/Fred Hempler

Two-Mile Class B Race

1. Sal Ciraulo
2. Jack Millett  
Pete Piazza  
Bob Jones (tie)

Junior Team Race (1/2-Hour)

1. Bob Jones/Bob Stauffacher, 10 miles, 45 pts.
2. Trini Perez/Pete Piazza

Three-Mile Point Race for Class A

1. Charles Dornsife
2. Joe Colla
3. Tony Vallergera

Feature Handicap

1. Jackie Gilbert
2. Sam Rinella  
Martin Kenny (tie)

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<sup>73</sup>Stub Stollery, "Yep, They Did it Again! Hennessy, Echeverria Win Second Bike Program," San Jose Mercury Herald, 3 June 1939, 14.

Friday, June 9, 1939<sup>74</sup>

Senior Team Race (One-Hour)

1. Jack Hennessy/Gene Echeverria, 28 miles, 94 pts.
2. Sam Rinella/Tony Vallergera
3. Louis Rondoni/Percy Smith

Junior Team Race (1/2-Hour)

1. Norm Davis/Ernie Taylor
2. Bob Jones/Bob Stauffacher
3. Nick Maggi/Sal Ciraulo
4. Bob Tonkin/Charlie Halton

First Class A Qualifying Heat

1. Carroll Poe
2. Joe Colla
3. Jack Hennessy
4. Gene Echeverria

Second Class A Qualifying Heat

1. Tony Vallergera
2. Louis Rondoni
3. Leo Perez
4. Percy Smith

First Class B 4-Lap Sprint

1. Harry Beare

Second Class B 4-Lap Sprint

1. Bob Stauffacher

Class A Final Event

1. Joe Colla
2. Jack Hennessy
3. Louis Rondoni
4. Leo Perez

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<sup>74</sup>Stub Stollery, "Who Won Bike Races? You Guess - Yep, It Was Hennessy-Echeverria Again," San Jose Mercury Herald, 10 June 1939, 14.

Friday, June 16, 1939<sup>75</sup>

Senior Team Race (One-Hour)

1. Jack Hennessy/Gene Echeverria, 28 miles, 90 pts.
2. Sam Rinella/Tony Vallergera
3. Charles Dornsife/Fred Hempler
4. Louis Rondoni/Percy Smith

Class B Miss-and-Out

1. Sal Ciraulo
2. Gus Gatto
3. Bob Jones
4. Ernie Taylor

First Class A 2-Lap Qualifying Heat

1. Martin Kenny
2. Carroll Poe

Second Class A 2-Lap Qualifying Heat

1. Joe Colla
2. Gene Echeverria

Third Class A 2-Lap Qualifying Heat

1. Jack Hennessy
2. Louis Rondoni

First Class B 2-Lap Qualifying Heat

1. Bob Jones
2. Ernie Taylor
3. Harry Beare

Second Class B 2-Lap Qualifying Heat

1. Sal Ciraulo
2. Gus Gatto
3. Bob Jones

Class A 4-Lap Final Event

1. Jack Hennessy
2. Leo Perez
3. Martin Kenny
4. Joe Colla

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<sup>75</sup>Stub Stollery, "Hennessy, Echeverria Bust Two Records, Thwart Game Bid by Rinella, Valerga," San Jose Mercury Herald, 17 June 1939, 16.

Class B 4-Lap Final Event

1. Sal Ciraulo
2. Gus Gatto
3. Bob Jones
4. Ernie Taylor

One-Mile Open Event

1. Tony Vallergera
2. Sam Rinella
3. Carroll Poe
4. Ernie Taylor

Special 4-Lap Match Race

1. Vince Gatto
2. Carroll Poe

Friday, June 23, 1939<sup>76</sup>

Senior Team Race (One-Hour)

1. Jack Hennessy/Gene Echeverria, 28 miles, 101 pts.
2. Sam Rinella/Tony Vallergera
3. Carroll Poe/Martin Kenny
4. Louis Rondoni/Percy Smith

Junior Team Race (1/2-Hour)

1. Trini Perez/Bob Jones, 10 miles, 43 pts.
2. Sal Ciraulo/Gus Gatto
3. Jack Millet/Tony Angenant
4. Charlie Halton/Sam Lonero

First Senior 4-Lap Qualifying Heat

1. Joe Colla
2. Louis Rondoni

Second Senior 4-Lap Qualifying Heat

1. Jack Hennessy
2. Fred Hempler

Third Senior 4-Lap Qualifying Heat

1. Martin Kenny
2. Walter Soares

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<sup>76</sup>Stub Stollery, "S.J. Voted Olympic Bike Trials," San Jose Mercury Herald, 24 June 1939, 16.

Junior Half-Mile Sprint

1. Bob Jones
2. Gus Gatto
3. Ray Stewart

Class B Half-Mile Sprint

1. Joe Dutra
2. Harry Beare
3. Bud Goetting
4. Ken Maddoux

Class C Half-Mile Sprint

1. Friday Shackleford
2. Lindameyer
3. Graham
4. Bob Tonkin

Senior 4-Lap Final Event

1. Jack Hennessy
2. Joe Colla
3. Louis Rondoni
4. Martin Kenny

Friday, June 30, 1939<sup>77</sup>

Senior Team Race (One-Hour)

1. Leo Perez/Vince Gatto, 26 miles + 1 lap, 30 pts.
2. Jack Hennessy/Gene Echeverria
3. Sam Rinella/Tony Vallergera
4. Charles Dornsife/Fred Hempler

Junior Team Race (1/2-Hour)

1. Bob Jones/Bob Stauffacher, 9 miles, 44 pts.
2. Sal Ciraulo/Nick Maggi
3. Gus Gatto/Frank Sunseri
4. Sid Dunn/Charlie Halton

First Senior 4-Lap Qualifying Heat

1. Jack Hennessy
2. Joe Colla

Second Senior 4-Lap Qualifying Heat

1. Tony Vallergera
2. Fred Hempler

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<sup>77</sup>Stub Stollery, "Perez, Gatto Shatter Long Win Streak at Velodrome," San Jose Mercury Herald, 1 July 1939, 10.

Third Senior 4-Lap Qualifying Heat

1. Vince Gatto
2. Walter Soares

Class B Miss-and-Out

1. Friday Shackleford

Senior One-Mile Consolation Race

1. Martin Kenny
2. Sam Rinella
3. Charles Dornsife
4. Carroll Poe

Senior Half-Mile Final Event

1. Jack Hennessy
2. Tony Vallergera
3. Walter Soares
4. Joe Colla

Friday, July 7, 1939 (no results available)<sup>78</sup>

Friday, July 14, 1939 (incomplete results)<sup>79</sup>

Senior Team Race (One-Hour)

1. Tony Vallergera/Sam Rinella, 85 pts.
2. Gene Echeverria/Jack Hennessy
3. Louis Rondoni/Walter Soares
4. Murphy Sabatino/Reine Gautier

Special Team Race

1. Tony Vallergera/Sam Rinella
2. Gene Echeverria/Jack Hennessy

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<sup>78</sup>Louis Duino, "Jack Hennessy, Echeverria Win," San Jose Mercury Herald, 8 July 1939, 5.

<sup>79</sup>Louis Duino, "Rinella-Valerga Team Wins Elk's Charity Cycle Event," San Jose Mercury Herald, 15 July 1939, 14.

Friday, July 21, 1939 (incomplete results)<sup>80</sup>Senior Team Race (One-Hour)

1. Jack Hennessy/Gene Echeverria, 27 miles, 100 pts.
2. Sam Rinella/Tony Vallerga
3. Percy Smith/Joe Colla
4. Louis Rondoni/Walter Soares
5. Charles Dornsife/Fred Hempler

Junior Team Race

1. Sal Ciraulo/Nick Maggi, 10 miles, 41 pts.
2. Bob Jones/Bob Stauffacher
3. Jack Millett/Tony Angenent
4. Ernie Taylor/Friday Shackelford

Friday, July 28, 1939<sup>81</sup>Senior Team Race (One-Hour)

1. Sam Rinella/Tony Vallerga, 28 miles, 76 pts.
2. Jack Hennessy/Gene Echeverria
3. Percy Smith/Joe Colla
4. Louis Rondoni/Walter Soares

Junior Team Race (1/2-Hour)

1. Bob Jones/Bob Stauffacher, 10 miles, 44 pts.
2. Sal Ciraulo/Nick Maggi
3. Jack Millett/Tony Angenent
4. Sid Dunn/Ray Estrada

First Senior Qualifying Heat

1. Tony Vallerga
2. Walter Soares
3. Carroll Poe

Second Senior Qualifying Heat

1. Jack Hennessy
2. Murphy Sabatino
3. Pete Piazza

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<sup>80</sup>Stub Stollery, "Pass Up National Bike Trials Here; Valerga Breaks Record; Hennessy, Echeverria Win 7th," San Jose Mercury Herald, 22 July 1939.

<sup>81</sup>Stub Stollery, "Valerga, Rinella in Bike Split," San Jose Mercury Herald, 29 July 1939, 14.

Third Senior Qualifying Heat

1. Martin Kenny
2. Joe Colla
3. Louis Rondoni

First Junior Qualifying Heat

1. Jack Millet
2. Bob Jones
3. Sid Dunn

Second Junior Qualifying Heat

1. Bob Stauffacher
2. Ernie Taylor
3. Tony Angenant

Senior Final Event

1. Tony Vallergera
2. Jack Hennessy
3. Martin Kenny
4. Walter Soares

Junior Final Event

1. Bob Stauffacher

Friday, August 7, 1939<sup>82</sup>

Senior Team Race (One-Hour)

1. Sam Rinella/Tony Vallergera, 28 miles + 1 lap, 101 pts.
2. Louis Rondoni/Walter Soares
3. Fred Hempler/Charles Dornsife
4. Gene Echeverria/Jack Hennessy

Junior Team Race

1. Bob Jones/Bob Stauffacher, 10 miles, 54 pts.
2. Jack Millet/Tony Angenant
3. Friday Shackleford/Ernie Taylor
4. Sal Ciraulo/Nick Maggi

First Senior Qualifying Heat

1. Tony Vallergera
2. Louis Rondoni
3. Sam Rinella

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<sup>82</sup>Stub Stollery, "Rinella, Valerga Win Bike Race in Barrage of Spills, Thrills and Lap Stealing," San Jose Mercury Herald, 8 August 1939, 14.



Second Senior Qualifying Heat

1. Jack Hennessy
2. Walter Soares
3. Pete Piazza

Third Senior Qualifying Heat

1. Martin Kenny
2. Leo Perez
3. Joe Colla

First Junior Qualifying Heat

1. Bob Brown
2. Harry Beare
2. Mike Bartolo

Second Junior Qualifying Heat

1. Jack Millet
2. Sid Dunn
3. Bud Goetting

Third Junior Qualifying Heat

1. Ray Estrada
2. Friday Shackleford
3. Ernie Taylor

Five Mile Relay Race

1. Bay Cities Wheelmen: Bob Jones, Bob Stauffacher,  
Reine Gautier, Martin Kenny, Jack Hennessy

Junior Mile Final

1. Ernie Taylor
2. Sid Dunn
3. Friday Shackleford

Senior Mile Final

1. Joe Colla
2. Walter Soares
3. Jack Hennessy

Friday, August 11, 1939<sup>83</sup>

Senior Team Race (One-Hour)

1. Jack Hennessy/Gene Echeverra, 28 miles, 87 pts.
2. Sam Rinella/Tony Vallerga
3. Louis Rondoni/Walter Soares

Senior Three-Mile Point Race

1. Joe Colla, 12 pts.
2. Fred Hempler
3. Charles Dornsife

Junior Miss-and-Out

1. Bob Jones
2. Friday Shackleford
3. Ernie Taylor

Novice Race

1. Antone Chimenti

Junior Two-Mile Point Race

1. Sal Ciraulo  
Bob Jones (tie)
3. Harry Beare

Pony Express Race

1. Nick Maggi, Bob Stauffacher, Ray Estrada, Ernie Shackleford, Bob Brown

Junior Team Race (20 minutes)

1. Bob Jones/Ray Estrada, 41 pts.
2. Friday Shackleford/Ernie Taylor
3. Jack Millet/Tony Angenent

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<sup>83</sup>Stub Stollery, "Hennessy, Echeverria Score 8th Bike Win," San Jose Mercury Herald, 12 August 1939, 8.

Friday, August 18, 1939<sup>84</sup>

Senior Team Race (One-Hour)

1. Gene Echeverria/Jack Hennessy, 27 miles, 84 pts.
2. Tony Vallergera/Sam Rinella
3. Louis Rondoni/Joe Colla
4. Charles Dornsife/Fred Hempler

Junior Team Race (20 minutes)

1. Ray Estrada/Bob Jones, 9 miles, 50 pts.
2. Ernie Taylor/Friday Shackleford
3. Tony Angenant/Jack Millett
4. Dutra/Bob Brown

First Senior 3-Mile Point Race

1. Jack Hennessy, 16 pts.
2. Tony Vallergera  
Louis Rondoni (tie)

Second Senior 3-Mile Point Race

1. Martin Kenny, 12 pts.
2. Charles Dornsife  
Sam Rinella (tie)

Junior 2-Mile Point Race

1. Friday Shackleford, 20 pts.
2. Bob Jones  
Ernie Taylor (tie)

Senior 1-Mile Final Event

1. Jack Hennessy
2. Martin Kenny
3. Sam Rinella
4. Charles Dornsife

Friday, August 25, 1939<sup>85</sup>

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<sup>84</sup>John Callahan, "Hennessy, Echeverria Score Ninth Bike Win; Valerga, Rinella End 1 Point Behind," San Jose Mercury Herald, 19 August 1939, 14.

<sup>85</sup>John Callahan, "Gene-Jack Win Again," San Jose Mercury Herald, 26 August 1939, 14.

Senior Team Race (One-Hour)

1. Gene Echeverria/Jack Hennessy, 28 miles, 96 pts.
2. Sam Rinella/Tony Vallergera
3. Joe Colla/Louis Rondoni
4. Charles Dornsife/Fred Hempler

Junior Team Race (20-Minutes)

1. Bob Jones/Friday Shackelford, 9 miles, 42 pts.
2. Tony Angenant/Jack Millett
3. Ernie Taylor/Ray Estrada
4. Dutra/Bob Brown

Senior Miss-and-Out

1. Jack Hennessy
2. Joe Colla
3. Walter Soares

First Junior Qualifying Heat

1. Neil Estrada
2. Tony Angenant

Second Junior Qualifying Heat

1. Friday Shackelford
2. Jack Millet

First Senior Qualifying Heat

1. Bob Stauffacher
2. Tony Vallergera

Second Senior Qualifying Heat

1. Gene Echeverria
2. Carroll Poe

Third Senior Qualifying Heat

1. Jack Hennessy
2. Martin Kenny

Junior Consolation Race

1. Harry Beare
2. Sid Dunn

Junior and Senior Final Event (1-Mile)

1. Jack Hennessy
2. Tony Vallergera
3. Martin Kenny

Friday, September 1, 1939<sup>86</sup>

Senior Team Race (One-Hour)

1. Jack Hennessy/Gene Echeverria, 27 miles, 101 pts.
2. Sam Rinella/Tony Vallerga
3. Charles Dornsife/Fred Hempler
4. Carroll Poe/Walter Soares

Junior Team Race (20-Minutes)

1. Bob Jones/Friday Shackleford, 9 miles, 46 pts.
2. Ernie Taylor/Ray Estrada
3. Tony Angenent/Jack Millet
4. Bob Brown/Dutra

First Senior 2-Mile Point Race

1. Jack Hennessy, 13 pts.
2. Fred Hempler
3. Tony Vallerga

Second Senior 2-Mile Point Race

1. Walter Soares, 11 pts.
2. Martin Kenny
3. Sam Rinella

Junior 1-Mile Sprint

1. Friday Shackleford
2. Bob Jones
3. Jack Millet
4. Ernie Taylor

Wild Indian Specialty Race

1. Trini Perez
2. Bob Stauffacher
3. Leo Perez
4. Percy Smith

Senior 1-Mile Final Event

1. Jack Hennessy
2. Martin Kenny
3. Sam Rinella

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<sup>86</sup>John Callahan, "Echeverria Steals Hennessy's 'Stuff' to Lead Team to 10th Senior Victory at Velodrome," San Jose Mercury Herald, 2 September 1939, 16.

Friday, September 7, 1939<sup>87</sup>

Senior Team Race (One-Hour)

1. Gene Echeverria/Charles Dornsife, 26 miles, 95 pts.
2. Sam Rinella/Tony Vallergera
3. Joe Colla/Louis Rondoni
4. Carroll Poe/Walter Soares

Junior Team Race (20-Minutes)

1. Bob Jones/Friday Shackelford, 9 miles, 42 pts.
2. Jack Millet/Tony Angenent
3. Ernie Taylor/Ray Estrada

First Senior 12-Lap Point Race

1. Tony Vallergera, 14 pts.
2. Joe Colla  
Fred Hempler (tie)

Second Senior 12-Lap Point Race

1. Gene Echeverria, 11 pts.
2. Walter Soares
3. Sam Rinella

Junior Miss-and-Out

1. Bob Jones
2. Friday Shackelford

Senior One-Mile Open

1. Tony Vallergera
2. Joe Colla
3. Fred Hempler
4. Percy Smith

Junior Match Race

1. Phil Messineo
2. Joe Dutra

One-Mile Event for all Riders

1. Friday Shackelford
2. Sid Dunn
3. Ernie Taylor

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<sup>87</sup>John Callahan, "Three Sensational Spills are Highlights of Final Bicycle Race, Echeverria-Dornsife Win," San Jose Mercury Herald, 8 September 1939, 18.

1939 Paul Hudson Perpetual Trophy (Best Local Rider)

1. Tony Vallergera

1939 Senior All-Around Champion

1. Jack Hennessy

1939 Senior Sprint Trophy

1. Jack Hennessy

1939 Board of Governors Trophy

1. Jack Hennessy

Sunday, September 16, 1939 (Benefit Races)<sup>88</sup>Senior Team Race (One-Hour)

1. Gene Echeverria/Fred Hempler, 27 miles, 89 pts.
2. Charles Dornsife/Louis Rondoni
3. Joe Colla/Percy Smith
4. Gordon Bell/Gar Warren

Junior Team Race (20 Minutes)

1. Tony Angenent/Jack Millet, 9 miles, 37 pts.
2. Bob Jones/Friday Shackelford
3. Joe Dutra/Bob Brown
4. Ernie Taylor/Sid Dunn

First Senior Qualifying Heat

1. Leo Perez
2. Charles Dornsife
3. Otto Kuhl

Second Senior Qualifying Heat

1. Tony Vallergera
2. Joe Colla
3. Reine Gautier

Third Senior Qualifying Heat

1. Gene Echeverria
2. Pete Piazza
3. Trini Perez

Match Race

1. Charles Dornsife
2. Gordon Bell

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<sup>88</sup>"Hempler, Gene Echeverria in Bike Victory," San Jose Mercury Herald, 16 September 1939, 14.

Junior Miss-and-Out

1. Bob Jones
2. Jack Millet
3. Phil Messineo

Senior 12-Lap Point Race

1. Sam Rinella, 12 pts.
2. Pete Piazza
3. Charles Dornsife
4. Carroll Poe

Senior One-Mile Final Event

1. Tony Vallerga
2. Reine Gautier
3. Leo Perez
4. Charles Dornsife

Friday, May 3, 1940<sup>89</sup>

Senior Team Race (One-Hour)

1. Gene Echeverria/Charles Dornsife, 25 miles, 119 pts.
2. Carroll Poe/Louis Rondoni
3. Martin Kenny/Fred Hempler
4. Vince Gatto/Pete Piazza
5. Otto Kuhl/Bob Jones
6. Leo Perez/Trini Perez

Junior Team Race (20 Minutes)

1. Friday Shackleford/Tony Angenent, 10 Miles, 34 pts.
2. Ernie Taylor/Sid Dunn
3. Don Peterson/Oran Lasher
4. Bob Brown/Elmer Hershey

First Senior 12-Lap Point Race

1. Fred Hempler, 10 pts.
2. Carroll Poe  
Reine Gautier  
Jack Millet (tie)
5. Otto Kuhl  
Pete Piazza (tie)

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<sup>89</sup>John Callahan, "Dornsife, Echeverria Capture Opening Grind at Velodrome," San Jose Mercury herald, 4 May 1940, 16.



Second Senior 12-Lap Point Race

1. Charles Dornsife, 16 pts.
2. Louis Rondoni
3. Martin Kenny
4. Trini Perez

Junior Miss-and-Out

1. Phil Messineo
2. Friday Shackelford
3. Neal Estrada

Senior One-Mile Open Event

1. Charles Dornsife
2. Vince Gatto
3. Martin Kenny
4. Fred Hempler

One-Mile Open Race

1. Neal Estrada
2. Phil Messineo
3. Friday Shackelford
4. Harry Beare

Friday, May 10, 1940<sup>90</sup>

Senior Team Race (One-Hour)

1. Charles Dornsife/Gene Echeverria, 26 miles, 105 pts.
2. Louis Rondoni/Carroll Poe
3. Joe Colla/Bob Stauffacher
4. Martin Kenny/Fred Hempler

Junior Team Race (15-Minutes)

1. Don Peterson/Oran Lasher, 7 miles, 46 pts.
2. Friday Shackelford/Tony Angenent
3. Claude Ullom/Dick Anderson
4. Ernie Taylor/Sid Dunn
5. Norm Davis/Stan Estensen

Class B Team Race (15-Minutes)

1. George Lemont/Neal Estrada, 7 miles, 36 pts.
2. Phil Messineo/Gus Gatto
3. Eddie Romspert/B. Resendiz
4. Bob Brown/A. Rondoni

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<sup>90</sup>John Callahan, "Dornsife, Echverria Repeat Cycling Win," San Jose Mercury Herald, 11 May 1940, 16.

First Senior Point Race

1. Charles Dornsife, 12 pts.
2. Trini Perez  
Pete Piazza (tie)
4. Joe Colla

Four-Lap Match Race

1. Charles Dornsife
2. Bob Jones

Second Senior Point Race

1. Bob Stauffacher, 10 pts.
2. Martin Kenny
3. Fred Hempler
4. Carroll Poe

Junior One-Mile Open Event

1. Don Peterson
2. Sid Dunn
3. Friday Shackelford

Friday, May 17, 1940<sup>91</sup>

Senior Team Race (One-Hour)

1. Carroll Poe/Louis Rondoni, 26 miles, 106 pts.
2. Joe Colla/Bob Stauffacher
3. Martin Kenny/Fred Hempler
4. Otto Kuhl/Bob Jones

Junior Team Race (20-Minutes)

1. Don Peterson/Oran Lasher, 9 miles, 44 pts.
2. Friday Shackelford/Ernie Taylor
3. Phil Messineo/Gus Gatto
4. Sid Dunn/Tony Angenent

Class B Team Race (20-Minutes)

1. Eddie Romspert/Joe Dutra, 10 miles, 47 pts.
2. Bob Brown/A. Rondoni
3. Norm Davis/Stam Estensen
4. Dick Anderson/B. Resendiz

Challenge 4-Lap Match Race

1. Charles Dornsife
2. Trini Perez

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<sup>91</sup>John Callahan, "Rondoni, Poe Win Hour Bike Grind,"  
San Jose Mercury Herald, 18 May 1940, 16.

Friday, May 25, 1940<sup>92</sup>

Senior Team Race (One-Hour)

1. Carroll Poe/Louis Rondoni, 27, miles, 91 pts.
2. Joe Colla/Bob Stauffacher
3. Charles Dornsife/Trini Perez
4. Otto Kuhl/Bob Jones
5. Fred Hempler/Martin Kenny

Junior Team Race (30-Minutes)

1. Friday Shackleford/Ernie Taylor, 15 miles, 74 pts.
2. Don Peterson/Oran Lasher
3. Phil Messineo/Gus Gatto
4. George Lemont/Neal Estrada
5. Joe Dutra/Eddie Romsper

Senior 8-Lap Point Race

1. Bob Stauffacher
2. Martin Kenny
3. Fred Hempler
4. Carroll Poe

Challenge Match Race

1. Charles Dornsife
2. Martin Kenny

Senior 4-Lap Sprint

1. Joe Colla
2. Reine Gautier
3. Fred Hempler

Friday, May 31, 1940<sup>93</sup>

Senior Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher, 27 miles, 91 pts.
2. Louis Rondoni/Carroll Poe
3. Fred Hempler/Martin Kenny
4. Gene Echeverria/Charles Dornsife
5. Vince Gatto/Trini Perez

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<sup>92</sup>John Callahan, "Rondoni, Poe Repeat Cycling Win in Season's Best Race," San Jose Mercury Herald, 25 May 1940, 14.

<sup>93</sup>John Callahan, "Stauffacher, Colla Capture Bike Race on Final Sprint," San Jose Mercury Herald, 1 June 1940, 14.

Junior Team Race Results (1/2-Hour)

1. Friday Shackleford/Ernie Taylor, 15 miles, 82 pts.
2. Bob Brown/Joe Dutra
3. Dick Anderson/B. Resendiz
4. Phil Messineo/Gus Gatto
5. Eddie Romsper/Stan Estenson

Chamber of Commerce Trophy Event (1-Mile)

1. Vince Gatto
2. Fred Hempler
3. Charles Dornsife
4. Bob Stauffacher

Challenge Match Race

1. Charles Dornsife
2. Joe Colla

Senior 12-Lap Point Race

1. Martin Kenny, 6 pts.  
Joe Colla  
Fred Hempler  
Louis Rondoni (tie)
5. Charles Dornsife  
Pete Piazza (tie)

Friday, June 7, 1940<sup>94</sup>

Senior Team Race (One-Hour)

1. Carroll Poe/Louis Rondoni, 27 miles, 104 pts.
2. Sam Rinella/Charles Dornsife
3. Martin Kenny/Fred Hempler
4. Joe Colla/Bob Stauffacher
5. Vince Gatto/Trini Perez

Junior Team Race (20-Minutes)

1. Gus Gatto/Don Peterson, 10 miles, 54 pts.
2. Friday Shackleford/Ernie Taylor
3. Phil Messineo/Bob Brown
4. Eddie Romsper/Stan Estensen
5. Dick Anderson/B. Resendiz

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<sup>94</sup>John Callahan, "Poe, Rondoni Have Big Edge in Winning Cycling Feature," San Jose Mercury Herald, 8 June 1940, 14.

First Senior 8-Lap Point Race

1. Carroll Poe
2. Charles Dornsife
3. Fred Hempler
4. Otto Kuhl

Second Senior 8-Lap Point Race

1. Bob Stauffacher
2. Martin Kenny
3. Louis Rondoni
4. Joe Colla

Challenge Match Race

1. Charles Dornsife
2. Fred Hempler

Junior Miss-and-Out

1. Gus Gatto
2. Don Peterson
3. Phil Messineo
4. Neal Estrada

Friday, June 14, 1940<sup>95</sup>

Senior Team Race (One-Hour)

1. Louis Rondoni/Carroll Poe, 27 miles, 91 pts.
2. Sam Rinella/Charles Dornsife
3. Joe Colla/Bob Stauffacher
4. Martin Kenny/Fred Hempler

Junior Team Race (20-Minutes)

1. Friday Shackleford/Phil Messineo, 10 miles, 50 pts.
2. Gus Gatto/Don Peterson
3. Eddie Romspert/Stam Estensen
4. Dick Anderson/B. Resendiz

First Senior Qualifying Heat

1. Bob Stauffacher
2. Joe Colla
3. Carroll Poe
4. Louis Rondoni

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<sup>95</sup>"Rondoni, Poe Capture 4th Senior Team Race," San Jose Mercury Herald, 15 June 1940, 16.

Second Senior Qualifying Heat

1. Pete Piazza
2. Charles Dornsife
3. Trini Perez
4. Bob Jones

First Junior 6-Lap Race

1. Friday Shackleford
2. Don Peterson
3. Neal Estrada
4. Eddie Romsper

Second Junior 6-Lap Race

1. Gus Gatto
2. George Lemont
3. Phil Messineo
4. Harry Beare

Challenge Match Race

1. Charles Dornsife
2. Vince Gatto

Senior Finals Event

1. Bob Jones
2. Pete Piazza
3. Carroll Poe
4. Joe Colla

Friday, June 21, 1940<sup>96</sup>

Senior Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher, 27 miles, 70 pts.
2. Charles Dornsife/Sam Rinella
3. Martin Kenny/Fred Hempler
4. Leland Hall/Pete Piazza
5. Carroll Poe/Louis Rondoni

Junior Team Race (20-Minutes)

1. Don Peterson/Gus Gatto, 10 miles, 58 pts.
2. Ernie Taylor/Friday Shackleford
3. Joe Dutra/Bob Brown
4. Eddie Romsper/Stan Estenson

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<sup>96</sup>John Callahan, "Dornsife-Rinella 2nd in Speedy Hour Team Race," San Jose Mercury Herald, 22 June 1940, 16.

First Senior Qualifying Heat

1. Joe Colla
2. Bob Stauffacher
3. Leland Hall
4. Sam Rinella

Second Senior Qualifying Heat

1. Martin Kenny
2. Charles Dornsife
3. Vince Gatto
4. Pete Piazza

Junior Miss-and-Out

1. Gus Gatto
2. Don Peterson
3. Friday Shackelford

Lions Club Mile - Senior Finals

1. Bob Stauffacher
2. Charles Dornsife
3. Martin Kenny
4. Joe Colla

Friday, June 28, 1940<sup>97</sup>

Senior Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher, 28 miles, 88 pts.
2. Louis Rondoni/Carroll Poe
3. Fred Hempler/Martin Kenny
4. Sam Rinella/Charles Dornsife

Junior Team Race (20-Minutes)

1. Gus Gatto/Don Peterson
2. Friday Shackelford/Ernie Taylor
3. Bob Brown/Joe Dutra
4. Eddie Romspert Stan Estenson
5. Dick Anderson/B. Resendiz

One-Mile Sprint for Bay Cities Wheelmen

1. Bob Stauffacher
2. Martin Kenny
3. Joe Colla
4. Louis Rondoni

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<sup>97</sup>Stub Stollery, "Closest Bike Race of Year Won by Colla-Stauffacher," San Jose Mercury Herald, 29 June 1940, 14.

One-Mile Sprint for San Jose Riders

1. Anthony Zulim
2. Pete Piazza
3. Vince Gatto
4. Leland Hall

Junior One-Mile Sprint

1. Ernie Taylor
2. George Lemont
3. Harry Beare
4. Neil Estrada

Second Junior One-Mile Sprint

1. Gus Gatto
2. Don Peterson
3. Phil Messineo
4. Stan Estensen

Challenge Match Race

1. Charles Dornsife
2. Carroll Poe

One-Mile Mixed Groups Race

1. Bob Stauffacher
2. Joe Colla
3. Martin Kenny
4. Ernie Taylor

Friday, July 5, 1940<sup>98</sup>

Senior Team Race (One-Hour)

1. Sam Rinella/Charles Dornsife, 27 miles, 102 pts.
2. Martin Kenny/Fred Hempler
3. Joe Colla/Bob Stauffacher
4. Trini Perez/Vince Gatto
5. Anthony Zulim/Pete Piazza

Junior Team Race (20-Minutes)

1. Oran Lasher/Friday Shackelford, 9 miles, 37 pts.
2. Don Peterson/Gus Gatto
3. Phil Messineo/Stam Estenson
4. Ray Estrada/Eddie Romspert

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<sup>98</sup>John Callahan, "Dornsife, Rinella Steal Lap in Win," San Jose Mercury Herald, 6 July 1940, 14.



First Senior 8-Lap Qualifying Heat

1. Bob Stauffacher
2. Joe Colla
3. Charles Dornsife
4. Sam Rinella

Second Senior 8-Lap Qualifying Heat

1. Vince Gatto
2. Pete Piazza
3. Louis Rondoni
4. Fred Hempler

Junior Miss-and-Out

1. Neal Estrada
2. Gus Gatto
3. Don Peterson
4. George Lemont

Challenge Match Race

1. Bob Stauffacher
2. Charles Dornsife

The Gautier Mile - Senior Finals

1. Joe Colla
2. Pete Piazza
3. Bob Stauffacher
4. Vince Gatto

Friday, July 12, 1940<sup>99</sup>

Senior Team Race (One-Hour)

1. Sam Rinella/Charles Dornsife, 27 miles, 81 pts.
2. Bob Stauffacher/Joe Colla
3. Louis Rondoni/Carroll Poe
4. Fred Hempler/Martin Kenny

Junior Team Race (20-Minutes)

1. Friday Shackleford/Ernie Taylor, 9 miles, 45 pts.
2. Oran Lasher/Don Peterson
3. Dick Anderson/Gus Gatto
4. Phil Messineo/Neal Estrada

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<sup>99</sup>John Callahan, "Rinella, Dornsife Ride to Bike Win,"  
San Jose Mercury Herald, 13 July 1940, 14.

First Senior Qualifying Heat - 8-Laps

1. Bob Stauffacher
2. Vince Gatto
3. Sam Rinella
4. Fred Hempler

Second Senior Qualifying Heat - 8-Laps

1. Pete Piazza
2. Joe Colla
3. Carroll Poe
4. Charles Dornsife

Junior Two-Mile Open

1. Don Peterson
2. Friday Shackelford
3. Gus Gatto
4. George Lemont

Challenge Match Race

1. Martin Kenny
2. Bob Stauffacher

Newspaper Match Race

1. Bill Feist
2. John Callahan

Mercury-News Mile (Senior Finals)

1. Bob Stauffacher
2. Carroll Poe
3. Joe Colla
4. Fred Hempler

Friday, July 19, 1940<sup>100</sup>

Senior Team Race (One-Hour)

1. Sam Rinella/Charles Dornsife, 28 miles, 81 pts.
2. Bob Stauffacher/Joe Colla
3. Louis Rondoni/Carroll Poe
4. Fred Hempler/Martin Kenny
5. Leo Perez/Leland Hall

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<sup>100</sup>John Callahan, "Dornsife-Rinella Repeat! Break Three Victory "Jinx," San Jose Mercury Herald, 20 July 1940, 16.

Junior Team Race (20-Minutes)

1. Ernie Taylor/Friday Shackleford, 9 miles, 56 pts.
2. Dick Anderson/Gus Gatto
3. Oran Lasher/Don Peterson
4. Eddie Romspert/Bob Brown

Senior 8-Lap Sprint Race

1. Pete Piazza
2. Vince Gatto

Australian Pursuit

1. Bob Stauffacher, Charles Dornsife, Fred Hempler, Louis Rondoni team
2. Sam Rinella, Joe Colla, Carroll Poe, Trini Perez team

Junior Relay Race

1. United Commercial Travelers (Don Peterson, Phil Messineo, Gus Gatto, Oran Lasher, Bob Brown)

Challenge Match Race

1. Martin Kenny
2. Anthony Zulim

Boy Scout Mile for Juniors

1. Gus Gatto

Friday, July 26, 1940<sup>101</sup>

Senior Team Race (One-Hour)

1. Leland Hall/Leo Perez, 27 miles, 42 pts.
2. Sam Rinella/Charles Dornsife
3. Joe Colla/Bob Stauffacher
4. Fred Hempler/Louis Rondoni
5. Martin Kenny/Carroll Poe

Junior Team Race (20-Minutes)

1. Friday Shackleford/Ernie Taylor, 9 miles, 50 pts.
2. Oran Lasher/Don Peterson
3. Dick Anderson/Gus Gatto
4. Phil Messineo/Stan Estensen

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<sup>101</sup>Stub Stollery, "A Bit of an Upset-Perez and Hall Steal Lap to Spoil Dornsife, Rinella Monopoly," San Jose Mercury Herald, 27 July 1940, 14.

First Senior Qualifying Heat

1. Bob Stauffacher
2. Charles Dornsife
3. Trini Perez
4. Carroll Poe

Second Senior Qualifying Heat

1. Fred Hempler
2. Pete Piazza
3. Vince Gatto
4. Martin Kenny

Junior 2-Miles Sprint

1. Gus Gatto
2. Neal Estrada
3. Don Peterson
4. George Lemont

Challenge Match Race

1. Martin Kenny
2. Trini Perez

Senior Finals

1. Bob Stauffacher
2. Pete Piazza
3. Fred Hempler
4. Martin Kenny

Friday, August 3, 1940<sup>102</sup>

Senior Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher, 27 miles, 83 pts.
2. Sam Rinella/Charles Dornsife
3. Fred Hempler/Louis Rondoni
4. Martin Kenny/Carroll Poe

Junior Team Race (20-Minutes)

1. Dick Anderson/Gus Gatto, 10 miles, 43 pts.
2. Oran Lasher/Don Peterson
3. Phil Messineo/Stam Estenson
4. Bob Brown/Eddie Romspert
5. Friday Shackleford/Ernie Taylor

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<sup>102</sup>John Callahan, "Colla, Stauffacher Capture Fourth Senior Bike Victory," San Jose Mercury Herald, 3 August 1940, 16.

First Senior 8-Lap Sprint

1. Carroll Poe
2. Joe Colla
3. Bob Stauffacher
4. Vince Gatto

Novice Race

1. Roy Gilbert, Jr.
2. Bob Dornsife

Second Senior 8-Lap Sprint

1. Pete Piazza
2. Leland Hall
3. Martin Kenny
4. Louis Rondoni

Junior One-Mile Sprint

1. Friday Shackleford
2. Phil Messineo
3. Dick Anderson
4. Neal Estrada

Friday, August 9, 1940<sup>103</sup>

Senior Team Race (One-Hour)

1. Sam Rinella/Charles Dornsife, 26 miles, 100 pts.
2. Fred Hempler/Louis Rondoni
3. Bob Stauffacher/Joe Colla
4. Trini Perez/Leland Hall

Junior Team Race (20-Minutes)

1. Dick Anderson/Gus Gatto, 10 miles, 44 pts.
2. Friday Shackleford/Don Peterson
3. Bob Brown/Eddie Romspert
4. Phil Messieneo/Stan Estensen

Challenge Match Race

1. Martin Kenny
2. Leo Perez

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<sup>103</sup>John Callahan, "Dornsife-Rinella Score Easy Bike Win; New Junior Winner," San Jose Mercury Herald, 10 August 1940, 14.

First Senior Qualifying Sprint

1. Bob Stauffacher, 13.3 seconds
2. Joe Colla
3. Trini Perez
4. Sam Rinella

Novice Race

1. Dornsife
2. Ralph Brown

Second Senior Qualifying Sprint

1. Leland Hall, 13.1 seconds
2. Leo Perez
3. Sid Dunn
4. Louis Rondoni

Junior One-Mile Sprint

1. Gus Gatto
2. Stan Estensen
3. Don Peterson
4. Harry Beare

Burbank Fireman's Mile (Senior Finals)

1. Leland Hall, 13.2 seconds
2. Bob Staffacher
3. Trini Perez
4. Joe Colla

Friday, August 16, 1940<sup>104</sup>

Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher, 27 miles, 98 pts.
2. Charles Dornsife/Sam Rinella
3. Leland Hall/Trini Perez
4. Fred Hempler/Louis Rondoni

First Junior Qualifying Heat

1. Phil Messineo
2. Gus Gatto
3. Friday Shackleford
4. Harry Beare

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<sup>104</sup>John Callahan, "Colla, Stauffacher End Local Season With Glory," San Jose Mercury Herald, 17 August 1940, 14.

Second Junior Qualifying Heat

1. Neal Estrada
2. Dick Anderson
3. Stan Estensen
4. Don Peterson

Novice Race

1. Don Gilbert
2. Ralph Brown
3. Roy Tonoya

First Senior Heat

1. Pete Piazza
2. Trini Perez
3. Joe Colla
4. Fred Hempler

Second Senior Heat

1. Bob Stauffacher
2. Sam Rinella
3. Charles Dornsife
4. Leland Hall

Special Match Race

1. Trini Perez
2. Leo Perez

Final Junior Sprint

1. Neal Estrada
2. Gus Gatto
3. Stan Estensen

Friday, August 23, 1940<sup>105</sup>

Team Race (One-Hour)

1. Charles Dornsife/Friday Shackleford, 27 miles, 88 pts.
2. Sam Rinella/Phil Messineo
3. Leland Hall/Stan Estenson
4. Vince Gatto/Gus Gatto

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<sup>105</sup>John Callahan, "Fight Enlivens Race as Dornsife-Shackleford Win," San Jose Mercury Herald, 24 August 1940, 14.

Junior One-Mile Sprint

1. Neal Estrada
2. Gus Gatto
3. Don Peterson
4. Friday Shackleford

Senior One-Mile Sprint

1. Pete Piazza
2. Vince Gatto
3. Sam Rinella
4. Trini Perez

Novice Race

1. Elliot Chandler
2. Ralph Brown

Comic Novelty Race

1. Harry Beare

Special One-Mile Race

1. Vince and Gus Gatto
2. Ray and Neal Estrada

Special Match Race

1. Elliot Chandler
2. Ralph Brown

Junior, Senior Finals - 8-Laps

1. Vince Gatto
2. Don Peterson
3. Sam Rinella
4. Gus Gatto

1940 Year-End Awards<sup>106</sup>Senior All-Around Champion

1. Bob Stauffacher
2. Charles Dornsife

Senior Sprint Champion

1. Bob Stauffacher

Junior All-Around Champion

1. Friday Shackleford

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<sup>106</sup>"Bike Riders Get Awards for Year at Dinner Meet,"  
San Jose Mercury Herald, 8 October 1940, 11.



Junior Sprint Champion

1. Gus Gatto

Most Popular Rider

1. Fred Hempler
2. Joe Colla
3. Charles Dornsife

Best All-Around Sportsman/Tony Vallergera Memorial Trophy

1. Leland Hall

Velodrome Association Sportsman Trophy

1. Sam Rinella

Sunday, April 20, 1941 (Training Races)<sup>107</sup>Team Race (15-Minutes)

1. Dick Anderson/Don Peterson, 5 miles + 1 lap, 12 pts.
2. Sam Rinella/Carroll Poe
3. Phil Messineo/Percy Smith
4. Perez/Leland Hall

Class B One-Mile Sprint

1. Joe Vitali
2. Bill Mulcoy
3. Bud Lima
4. Claude Ullom

Bay City Bike Club One-Mile Sprint

1. Neal Estrada
2. Bob Stauffacher
3. Bill Kezar
4. Ron Chadbourne

San Jose Cycling Club One-Mile Sprint

1. Don Peterson
2. Carroll Poe
3. Joe Colla
4. Leland Hall

Special Match Race

1. Phil Messineo
2. Joe Colla

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<sup>107</sup>"Junior Riders in Cycle Victory," San Jose Mercury Herald, 21 April 1941, 7.

Special Match Race

1. Joe Vitali
2. Bill Mulcoy

Open Mile Sprint

1. Carroll Poe
2. Dick Anderson
3. Otto Kuhl
4. Trini Perez

Sunday, June 8, 1941 (Training Races)<sup>108</sup>Team Race (30-Minutes)

1. Don Peterson/Joe Colla, 55 pts. + 1 lap
2. Neal Estrada/Ray Estrada
3. Sam Rinella/Carroll Poe
4. Gus Gatto/Vince Gatto
5. Bill Jordon/George Wolff
6. Trini Perez/Pete Piazza

Novice Race

1. Claude Ullom
2. Ralph Brown
3. B. Ericson
4. Bud Lima

Class B One-Mile

1. Ray Estrada
2. Bob Resendiz
3. Ron Chadbourne
4. Bill Mulcoy

Class A One-Mile

1. Don Peterson
2. Neil Estrada
3. Phil Messineo
4. Carroll Poe

Class B and C Miss-and-Out

1. Ralph Brown
2. Bud Lima
3. Claude Ullom

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<sup>108</sup>"San Jose Cyclers Hold Races," San Jose Mercury Herald, 9 June 1941, 6.

Class A Point Race (3-Miles)

1. Don Peterson, 16 pts.
2. Sam Rinella
3. Neal Estrada
4. Phil Messineo
5. Trini Perez

Class B Fill-In Race

1. Claude Ullom
2. Bob Resendiz
3. Joe Vitale

Wednesday, July 2, 1941<sup>109</sup>

Class A Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher, 111 pts.
2. Don Peterson/Dick Anderson
3. Trini Perez/Otto Kuhl
4. Gus Gatto/Vince Gatto
5. Pete Piazza/Nino Piazza

Class B Team Race (30-Minutes)

1. Bill Mulcoy/Bob Resendiz, 50 pts. + 1 lap
2. Paul Erickson/Ralph Chadbourne
3. Dick Whitton/Ralph Brown
4. Claude Ullom/Joe Vitale

Class A Sprint

1. Bob Stauffacher
2. Pete Piazza
3. Don Peterson
4. Otto Kuhl

Class B Sprint

1. Ralph Brown
2. Bill Mulcoy
3. Joe Vitale
4. Dick Whitton

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<sup>109</sup>Fred Merrick, "Colla-Stuaffacher Annex Team Race; Peterson-Anderson 2nd," San Jose Mercury Herald, 3 July 1941, 14.

Friday, July 11, 1941<sup>110</sup>

Class A Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher, 128 pts.
2. Pete Piazza/Sam Rinella
3. Gus Gatto/Vince Gatto
3. Trini Perez/Otto Kuhl
4. Don Peterson/Dick Anderson
5. Jordan/George Wolff
6. Neal Estrada/Ray Estrada

Class B Team Race (30-Minutes)

1. Resendiz/Bill Mulcoy
2. Joe Vitale/Claude Ullom
3. Bob Brown/Ralph Brown
4. Ron Chadbourne/Bill Erickson

Class A Sprint

1. Bob Stauffacher, 13.0 seconds
2. Sam Rinella
3. Don Peterson

Class B Sprint

1. Ralph Brown, 13.2 seconds
2. Bill Mulcoy
3. Bob Brown

4-Lap Novice

1. Dick Whitton
2. Bill Stuart

Friday, July 18, 1941<sup>111</sup>

Junior Team Race (30-Minutes)

1. Bob Resendiz/Bill Mulcoy, 70 pts.
2. Bob Brown/Ralph Brown
3. Ron Chadbourne/Bill Erickson
4. Joe Vitale/Claude Ullom

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<sup>110</sup>Fred Merrick, "Colla-Stauffacher Repeat Win in Team Race; Resendiz-Mulcoy Lead B Riders," San Jose Mercury Herald, 12 July 1941, 8.

<sup>111</sup>"Rondoni-Rinella Fail in Bid for Bike Race Upset," San Jose Mercury Herald, 19 July 1941, 8.

Senior Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher, 112 pts.
2. Louis Rondoni/Sam Rinella
3. Gus Gatto/Vince Gatto
4. Pete Piazza/Dick Anderson
5. Phil Messineo/Trini Perez
6. Neal Estrada/Ray Estrada

Novice Sprint

1. Bud Lima
2. A. Pizzo

Class B Sprint

1. Bill Mulcoy
2. Ralph Brown
3. Bob Brown

Class A Sprint

1. Phil Messineo, 12.2 seconds
2. Bob Stauffacher
3. Pete Piazza

Friday, July 25, 1941<sup>112</sup>

Junior Team Race (30-minutes)

1. Bob Brown/Ralph Brown
2. Bob Resendiz/Erickson
3. Joe Vitale/Ron Chadbourne

Senior Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher
2. Louis Rondoni/Sam Rinella
3. Don Peterson/Dick Anderson
4. Vince Gatto/Pete Piazza
5. Trini Perez/Bill Mulcoy

Class A Sprint

1. Phil Messineo

Miss-and-Out

1. Phil Messineo

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<sup>112</sup>Fred Merrick, "Colla-Stauffacher Team Scores Again," San Jose Mercury Herald, 26 July 1941, 8.

Class B Sprint

1. Ralph Brown
2. Claude Ullom

Novice Event

1. Baldwin

Friday, August 1, 1941

No results available.

Friday, August 11, 1941<sup>113</sup>

Junior Team Race (30-Minutes)

1. Ralph Brown/Bob Brown, 46 pts.
2. Joe Vitale/Ron Chadbourne
3. Bob Resendiz/Bill Erickson

Senior Team Race (One-Hour)

1. Joe Colla/Bob Stauffacher, 121 pts.
2. Sam Rinella/Louis Rondoni
3. Dick Anderson/Don Peterson
4. Trini Perez/Bill Mulcoy
5. Gatto/Pete Piazza
6. Neal Estrada/Ray Estrada

Senior Sprint

1. Bob Stauffacher
2. Phil Messineo
3. Sam Rinella
4. Trini Perez

Junior Sprint

1. Ralph Brown
2. Bob Resendiz
3. Stan Estensen
4. Enrique Colombo

Miss-and-Out

1. Sam Rinella
2. Carroll Poe

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<sup>113</sup>Fred Merrick, "Colla-Stauffacher Set National Mark With 6th Win," San Jose Mercury Herald, 12 August 1941, 6.

Novice

1. Bob Bernal
2. Jack Galvin

Friday, August 15, 1941 (Qualifying races for national championships to be held at Burbank Velodrome)<sup>114</sup>

Senior Team Race (30-Minutes)

1. Joe Colla/Bob Stauffacher, 66 pts.
2. Don Peterson/Dick Anderson
3. Sam Rinella/Louis Rondoni
4. Pete Piazza/Neal Estrada

4-Lap Novice Race

1. Ed Williams

One-Mile Junior Open

1. Bob Resendiz

Half-Mile Senior Sprint - First Heat

1. Don Peterson
2. Pete Piazza
3. Joe Colla
4. Carroll Poe

Half-Mile Senior Sprint - Second Heat

1. Neal Estrada
2. Sam Rinella
3. Phil Messineo
4. Bob Stauffacher

One-Mile Senior Sprint - First Heat

1. Don Peterson
2. Trini Perez
3. Joe Colla
4. Louis Rondoni

One-Mile Senior Sprint - Second Heat

1. Phil Messineo
2. Sam Rinella
3. Bob Stauffacher
4. Gus Gatto

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<sup>114</sup>Fred Merrick, "Stauffacher-Colla Score 7th Straight Bike Win," San Jose Mercury Herald, 16 August 1941, 14.

Half-Mile Junior Sprint

1. Bill Mulcoy
2. Ralph Brown
3. Bud Lima

Two-Mile Senior Open

1. Bob Stauffacher
2. Sam Rinella
3. Don Peterson
4. Vince Gatto

Two-Mile Junior Open

1. Bill Mulcoy
2. Ralph Brown
3. Claude Ullom

Five-Mile Senior Open

1. Sam Rinella
2. Don Peterson
3. Vince Gatto
4. Phil Messineo

Five-Mile Junior Open

1. Ralph Brown
2. Bill Mulcoy
3. Bud Lima

Friday, August 22, 1941 (Qualifying races for National Championships to be held at Burbank Velodrome)<sup>115</sup>

Team Race (One-Hour)

1. Sam Rinella/Louis Rondoni, 131 pts.
2. Don Peterson/Dick Anderson
3. Trini Perez/Pete Piazza
4. Ralph Brown/Bob Brown
5. Erickson/Bob Resendiz
6. Enrique Colombo/Dick Whitton

Half-Mile Sprint Finals

1. Don Peterson
2. Carroll Poe
3. Pete Piazza
4. Sam Rinella

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<sup>115</sup>"Rinella-Rondoni Score Win in Bicycle Team Race," San Jose Mercury Herald, 23 August 1941, 8.



One-Mile Sprint

1. Vince Gatto
2. Trini Perez
3. Sam Rinella
4. Louis Rondoni

Novice Race

1. George Miller
2. Chris Vitale
3. Dan Demichelli

Junior Pursuit

1. Bob Baldwin
2. Bud Lima
3. Dick Pizzo

Miss-and-Out

1. Bob Brown
2. Enrique Colombo

Tuesday, August 26, 1941 (National Championships)<sup>116</sup>Senior 5-Mile Final

1. Bob Stauffacher
2. Marvin Thomson
3. Sam Rinella
4. Don Peterson

Wednesday, August 27, 1941 (National Championships)<sup>117</sup>Senior All-Around National Champion

1. Bob Stauffacher
2. Marvin Thomson
3. Ed Carfagnini
4. Don Peterson

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<sup>116</sup>Fred Merrick, "Thomson, Bob Stauffacher Battle for Cycling Title," San Jose Mercury Herald, 27 August 1941, 10.

<sup>117</sup>Fred Merrick, "Bob Stauffacher Captures National Track Cycling Championship," San Jose Mercury Herald, 28 August 1941, 16.

Senior Half-Mile final

1. Bob Stauffacher, 1:09.2
2. Marvin Thomson
3. Ed Carfagnini
4. Trini Perez

Senior One-Mile Final

1. Bob Stauffacher, 2:48.8
2. Harold Hughes
3. Ed Carfagnini
4. Marvin Thomson

Senior Two-Mile Final

1. Don Peterson, 5:08
2. Ed Carfagnini
3. Marvin Thomson
4. Phil Messineo

Special Senior Team Race (One-Hour)

1. Bob Stauffacher/Joe Colla, 120 pts.
2. Don Peterson/Dick Anderson
3. Ed Carfagnini/Bush
4. Bill Johann/John Fitzpatrick

Junior All-Around National Champion

1. Chuck Edwards
2. Frank Berlando
3. Ralph Brown
4. Bill Mulcoy

Friday, September 12, 1941<sup>118</sup>

Team Race (One-Hour)

1. Sam Rinella/Joe Vitale, 26 miles, 110 pts.
2. Bill Mulcoy/Bill Erickson
3. Trini Perez/Bob Resendiz
4. Ralph Brown/Bob Brown

Two-Mile Handicap

1. Bill Mulcoy
2. Sam Rinella
3. Ed Williams
4. Bob Brown

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<sup>118</sup>Fred Merrick, "Rinella-Vitale Win; Bike Season Closes," San Jose Mercury Herald, 13 September 1941, 17.

Junior One-Mile Sprint

1. Ralph Brown
2. Bob Brown
3. Dick Whitton
4. Eddie Romsper

Newspaper Carriers Race

1. Glenn Engbert
2. Pete Kurlle
3. Chris Vitale
4. Al Williams

One-Mile Senior Sprint

1. Don Peterson
2. Sam Rinella
3. Neal Estrada
4. Bill Mulcoy

Four-Lap Novice

1. Ed Ullom
2. Dan Demichelli

## APPENDIX D

RULES AND REGULATIONS GOVERNING ALL CYCLING, PROGRAMS AND  
EVENTS CONDUCTED AT THE GARDEN CITY VELODROME  
DURING THE 1939 SEASON<sup>1</sup>

1. All riders must have their entry in the hands of the Board of Governors not later than Monday preceding the meet. All entries must be approved by the Board of Governors.
2. All releases must be signed by the mother and father or legal guardian of all riders who are minors. These releases must be in the hands of the Board of Governors before any minor will be permitted to participate in any event.
3. All riders who participate in any event at the Garden City Velodrome do so at their own risk.
4. All cycling events will be open to amateur riders only.
5. The Referee is hereby given the right by the Board of Governors to disqualify or bar any rider who fails to demonstrate sufficient riding ability; refuses to ride in accordance with official track rules and regulations; creates any disturbance; on account of physical handicaps; or who resorts to unfair or unsportsmanlike tactics.
6. The riders will be permitted to accept any prizes or "Preems" offered.
7. Riders will be permitted to have an advertising sponsor.
8. All race meets will start promptly at 8:00 P.M. every Friday evening.
9. Riders failing to appear on the track ready to ride for any event for which they are scheduled when called by the Clerk of the Course, will be disqualified for the remainder of the evening.

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<sup>1</sup>This is a retyped copy of the rules; the original mimeographed copy is available at the San Jose Historical Museum.

10. The Chairman of the Board of Governors will appoint substitute officials as necessary.
11. Each rider will be permitted one trainer. Trainer must be attired in a white sweat shirt with the word "Trainer" clearly marked on the back.
12. Riders at all times must be courteous to the spectators, and if asked to autograph programs or souvenirs of any kind, their cooperation must be given.
13. The Board of Governors reserve the right to classify any rider.
14. The team races and other events may be stopped or discontinued entirely at the discretion of the referee.
15. No rider when in competition in a race is permitted to ride on the "flat".
16. Both members of a team, having fallen in a team race, will be permitted sixteen laps in which to return to the track. One rider having fallen, the team shall be considered in the race as long as the remaining member maintains his place and has not fallen behind two laps. A remnant of one team who has maintained his place in the race may re-team with a remnant of another team who has maintained his place in the race, may team together to form a new team subject to a penalty of one lap.
17. Teams who have two laps behind the field shall be disqualified.
18. Announcements made over the loud speaker system shall be deemed official.
19. Protest of any kind must be made to the Referee by the riders themselves in writing before one hour after the race, accompanied by a \$2.00 fee which will be returned if the protest is allowed. All riders have a right to appeal the referee's decision to the Board of Governors.
20. No profanity or unsportsmanlike conduct will be permitted at any time.
21. Lifting suspensions, fines or any other penalties is reserved as a privilege of the Board of Governors.

22. All riders must be neatly and properly attired.
23. A penalty of one lap shall be assessed against any team either of whom shall be guilty of dropping in.